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FIRST IN THE FIELD!

Offshore

the Magazine for OPERATIONS Journal

ANNUAL OIL PROGRESS EDITION

OFFSHORE CONSTRUCTION UP 100 PERCENT OVER 1955

THE JOHN CREAR LIBRARY
OCT 17 1956

. . . For Oil Progress Review by Industry Experts See Page 21.

Fifty Cents TABLE OF CONTENTS ON PAGE 7 October, 1956

Six Clyde Whirleys to Serve World's Largest Graving Dock at N. Y. Ship.

In New York Shipbuilding Corporation's new, record size dry dock, the fifth huge aircraft carrier of the Forrestal Class will be built.

THE GRAVING DOCK measures 1100 feet long by 150 feet wide by 47 feet deep and will be capable of serving the largest vessels now built or planned. The dock will contain 54 million gallons of water which can be discharged at the rate of 120,000 gallons per minute.

THE AIRCRAFT CARRIER will have an over-all length of 1,036 feet and an extreme breadth at the flight deck of 252 feet. The height of the vessel from keel to mast will equal that of a 25 story building. More than 52,000 tons of structural steel and over 1000 tons of aluminum will go into the carrier construction along with approximately 180 miles of piping and 290 miles of electric cable.

SIX CLYDE WHIRLEYS, two of 80 tons capacity and four of 40 tons, will service this gigantic dry dock in the construction of the 60,000 ton carrier.

Handling 80 tons on a 110 foot boom requires precision controls, ease of handling and above all assurance of a generous factor of safety in every part of the machine. Clyde Whirleys, incorporate many exclusive features that enable them to give the fastest, safest and most efficient service obtainable.

Large, internal, air operated friction clutches and heavy duty, spring set, air released brakes give fast and accurate load control with very little effort on the operator's part.

The rotating structure rides on four sets of equalized carriages with tapered rollers that provide smooth rotation and even load distribution on the rigidly constructed turntable.

Full capacity loads are safely handled with no upward pull on the center pin and with no tipping effect on the gantry as the center of gravity is always within the limits of the rail circle.

For full information on *all* advantages of Clyde Whirleys and for complete specifications, write for your copy of Bulletin N-12.

HOISTS · DERRICKS · WHIRLEYS · BUILDERS TOWERS · CAR PULLERS · UNLOADERS · ROLLERS

CLYDE

CLYDE IRON WORKS, INC.

Established in 1899

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A SUBSIDIARY OF BARIUM STEEL CORPORATION

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WASTE HEAT ∨ sea water EVAPORATION CAN SAVE YOU THOUSANDS OF DOLLARS A YEAR

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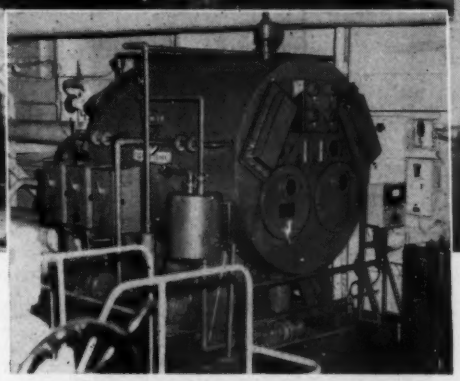
94% less* cost than purchased water

*Based on field studies made by Cleaver-Brooks engineers. See cost analysis below.



Cleaver-Brooks helps you convert waste diesel heat to working energy

FIELD checks show that compared with the three commonly used methods of producing fresh water on board drill rigs, barges and tenders—waste heat evaporation *costs you practically nothing.*

Based on the chart below, operational daily costs per 685 barrels can be trimmed as much as 94%, if you're now buying fresh water. Add to this the all-important fact that low-pressure operation of Cleaver-Brooks waste heat evaporators *practically eliminates scale formation* and drastically cuts expensive downtime.

The latent power of waste diesel heat is a hidden asset worth investigating. Models available to deliver fresh water at rates of 300 gph to 2100 gph. We invite your inquiries. Write today for complete information or call MOhawk 4-1336, Houston, Texas. Cleaver-Brooks Company, Special Products Division, 367 East Keefe Ave., Milwaukee 12, Wisconsin, U.S.A., Cable Address: CLEBRO—Milwaukee—all codes.

Here's how waste heat goes to work for you: (1) Hot water from diesel's cooling system circulates through engine cooling heat exchangers — carrying sea water. (2) Heat is transferred to the sea water. (3) As sea water flows into the evaporator vacuum chamber, part of it "flashes" to steam because of lower pressure . . . is then condensed on cooling coils. (4) Thus, fresh water is produced at rates depending on evaporator size and available diesel power.

Waste Heat Evaporators vs. Vapor Compression vs. Multiple Effect vs. Purchased Water

ITEM	UNIT PRICE	Typical Cost/1000 gal H_2O			
		Waste Heat	Vapor Compression	Multi-Effect	Purchased
Diesel Fuel	@ 10.6¢/gal	$0.00	48¢	$4.80	
Electricity for pumps	@ 1¢/kw	20¢	1¢	14¢	
Lubricating Oil	@ 77¢/gal	½¢	6¢	½¢	
Acid for Descaling	@ 50¢/gal	½¢	20¢	½¢	
Maintenance and Repairs	Based on Field Experience	2¢	18¢	2¢	
Operational Labor	@ $2.50 hr	10¢	85¢	75¢	
Operational Costs (1000 gal)		33¢	$1.78	$5.72	
Operational Costs (barrel)		1½¢	7½¢	24¢	25¢
Operational Daily Costs (685 barrels)		$10.28	$51.38	$164.40	$171.25

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25th YEAR

BUILDERS OF EQUIPMENT FOR THE GENERATION AND UTILIZATION OF HEAT AND POWER

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Provides long-lasting protection in the critical splash area
Protects against salt water and bacterial corrosion below the water-line

Four-coat painting system drastically cuts application costs

Copon coating systems have been developed to meet the unusual working conditions that exist at offshore locations and fabrication plants. In most cases, just four coats of Copon will give years of protection under conditions that usually break down conventional six to nine coat paintings in months. The savings in application costs of the initial coating alone often run into thousands of dollars. The services of trained technicians are available to study your specific corrosion problems and offer application recommendations. Call your nearest Copon manufacturer today.

Copon is manufactured under an exclusive franchise by a select group of companies strategically located to serve U. S. industry efficiently. Mail coupon to your nearest Copon manufacturer today for details of technical services available.

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Company_____

Position or Title_____

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City_____ State_____

O-10

[redacted]

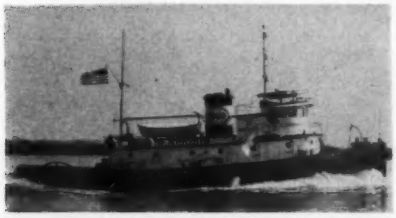
On the ways at Gulfport: The 103-ft., 1300-hp MARLIN, now being outfitted for G & H Towing Company; the 2400-hp twin-screw M. P. ANDERSON, under construction for Brown & Root; and the 105-ft., 1700-hp PIKE and LING, under construction for G & H Towing Co.

★ ★

The 1956

GULFPORT SHIPBUILDING PARADE!

★



Above: The 105-ft., 1350-hp ESSO SAN NICOLAS, built for Lago Oil & Transport Co., Aruba, D.W.I.

Above: The 105-ft., 1350-hp CREOLE FUERTE, built for Creole Petroleum Corporation, Maracaibo, Venezuela.

Above: The 105-ft., 1350-hp CREOLE FIEL, built for Creole Petroleum Corp. Below: The 105-ft., 1700-hp super-tug GRAMPUS, built for G & H Towing Co. of Houston and Galveston.

FOUR NEW SUPER-TUGS WILL SOON JOIN THE IMPRESSIVE 1956 FLEET BUILT BY GULFPORT FOR THE OIL INDUSTRY

Gulfport Shipbuilding Corporation builds many types of fine marine equipment for the oil industry . . . derrick barges, tugs, dredges, cargo barges, drilling platforms, seismic vesels, crew and cargo boats, and fast, rugged cruisers for the inshore oilfields . . . Whatever your problem, you are in capable hands at Gulfport.

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"Gulfport Tugs for Tough Towing"

The 100-ft. utility motor vessel F. R. HAUBER, built for Brown & Root and powered with two GM 6-110 quads.

Below: The 105-ft. seismic vessel OIL CITY, built for Louis Deshotel.

Below: ATLANTIC 7 - 103' - 1000 SHP diesel electric tug built for General Motors Corporation for Atlantic Refining Co.

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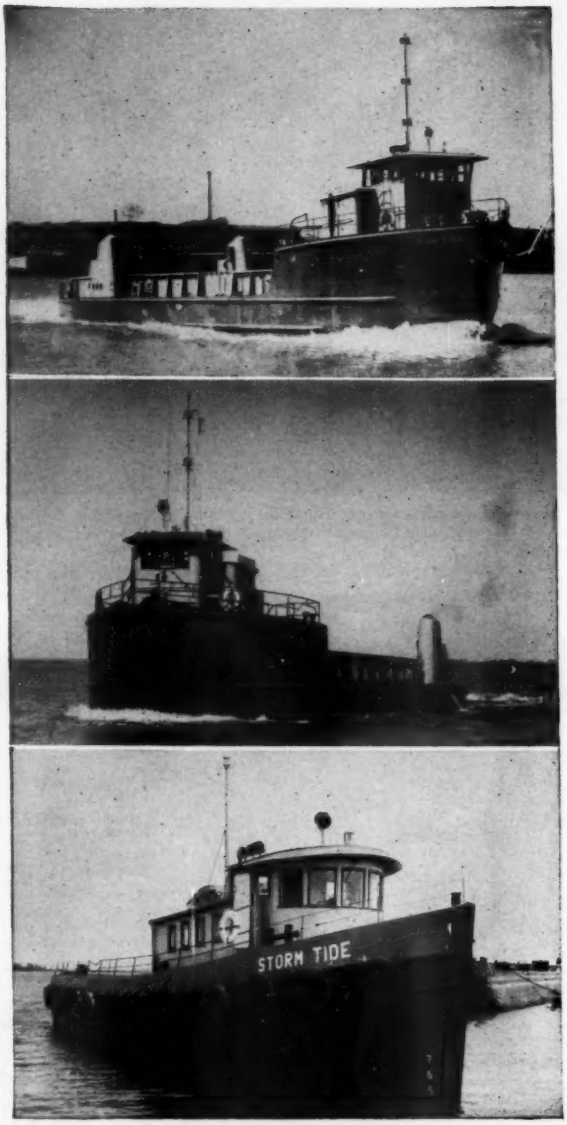
a GM powered fleet . . .
with 12 engines
from George



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Satisfied customers like Tidewater Marine Service are the reason why *more marine* diesel engines come from George Engine than any other single source in the world!

DIESEL *power by*
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GM GENERAL MOTORS DIESEL POWER

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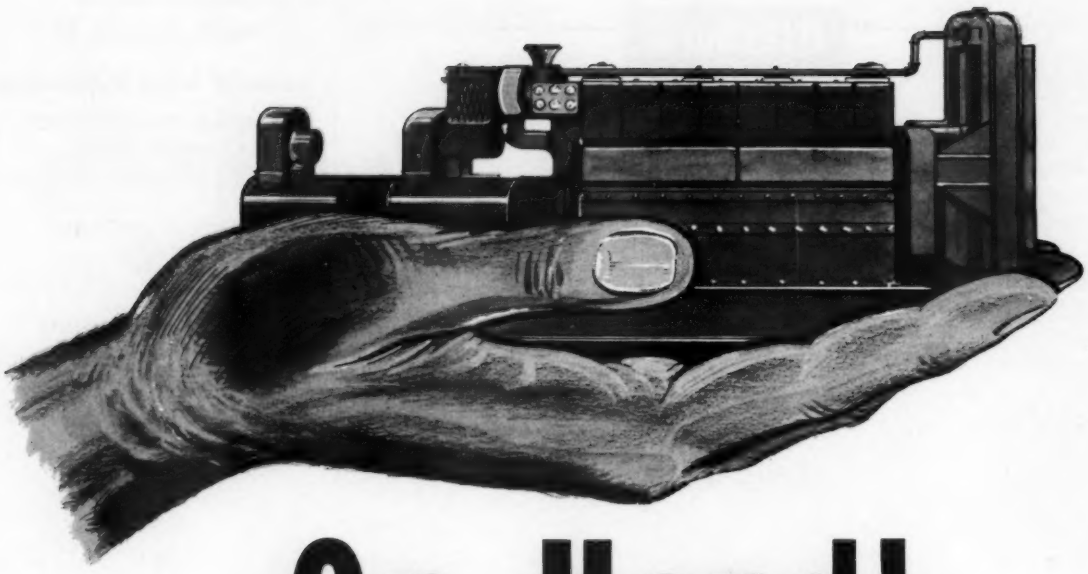

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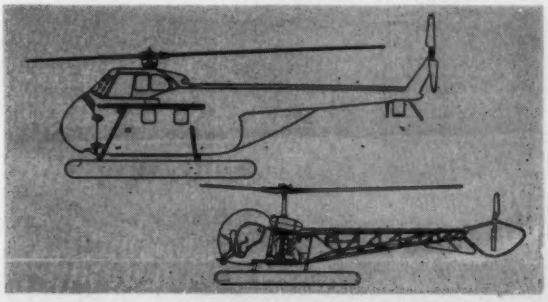

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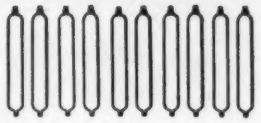
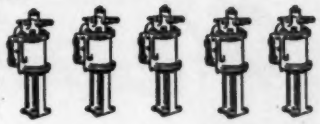


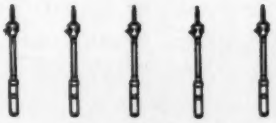
3 TO 10 ACCUMULATORS

Individual ten-gallon accumulator bottles (3000 psi working pressure) in manifold to form a compact system that will operate even if several of the nitrogen filled bags within the bottles should fail.



2 TO 5 MOTORS

Heavy duty units which require no oiling or maintenance . . . completely separated from pumps for ease of repair and to eliminate danger of material being pumped seeping into motor.



2 TO 5 PUMPS

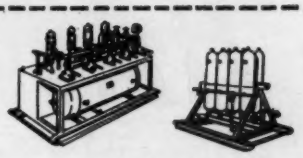
Each double action pump assembly is operated by a separate motor and each motor and pump assembly is capable of closing the rams of a blowout preventer independently.

QUICK PUMP CHANGE

All a roughneck needs to do to change pumps is break one union, substitute an exchange pump and tighten the union. Thoroughly tested, guaranteed pumps are available for exchange.

REMOTE CONTROLS

Added safety is provided by dual controls—one set on the rig floor and the other at a safe distance from the rig.



WIDE RANGE OF MODELS

Specifically designed models are available to meet the requirements of each type of blowout preventer, and components may be assembled into custom-made units to solve specific problems.

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PHONE: MArket 4-2903

LEASE AND CHARTER SERVICE

Way Offshore . . .

With the Publisher

In this publishing business, everybody who doesn't wear lace on their pants gets to do a lot of gallivanting around—except the publisher.

As this is being written, Editor Jim Cockrum and Advertising Manager Taber Ward are living it up like naval nabobs on a trim white sea-going craft, the LORAC, somewhere out in the Gulf off Galveston. Stanley Wilcox, with the Seismograph Service Corporation in Tulsa, invited the boys along on a two-day outing to give them a look-see at Lorac's fabulous operations offshore.

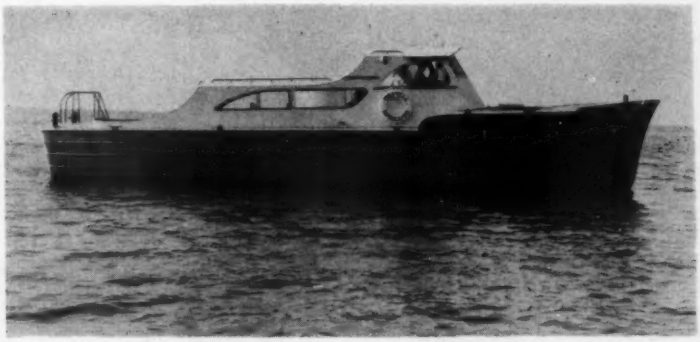
Over the week-end, Technical Editor Art Coyle flew down to Louisiana in a Planes, Inc., twin-engine Cessna—and all over the offshore and inshore taking pictures of Morris & Hamilton's CARTER MART and Brewster-Bartle's TRINITY BAY, plus all the other marine rigs he could find. Art reports that flying a tight circle around an offshore rig at 95 mph, with flaps and wheels down, in a plane with a stalling speed of 90 mph, is quite an experience. He thinks he and the pilot each sweated off ten pounds—but he secured some marvelous pictures.

Engineering Editor David Walker, in the meantime, was making the rounds in Fort Worth and Dallas, with a side trip to Tulsa and Oklahoma City, to tie together loose ends on the Shoreline Rig 7 article appearing in this issue. Associate Publisher Doug Maginnis was down in Florida, visiting with people like the Gibbs Corporation, with a few side trips to the beach to appraise the type of light, mobile "structure" you see operating in shallow water down there.

Out in Los Angeles, Jess Laughlin just plain closed shop and went fishing—the first time the hard-working rascal has done anything so rash in years. And the publisher . . .

Danged if I ain't squatted at this desk so long my hip pockets feel glued to the chair! If anybody knows where the fish hang out, I'm ready to go after them myself. But it's a cinch the whole staff will be back in time to see you next month.

Long John Latham



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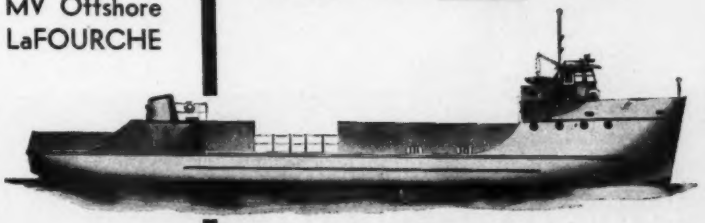

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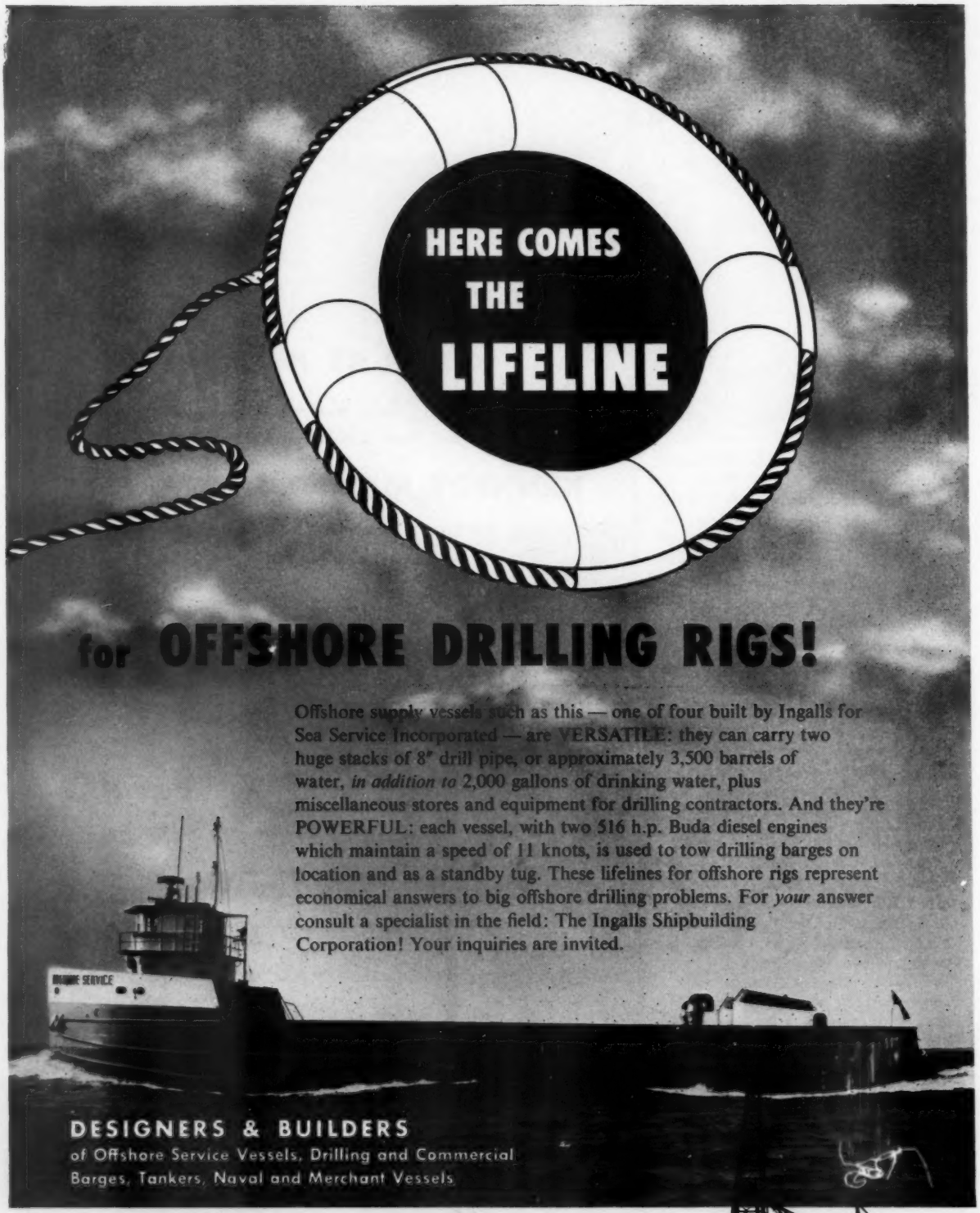
HERE COMES
THE
LIFELINE
for OFFSHORE DRILLING RIGS!
Offshore supply vessels such as this — one of four built by Ingalls for Sea Service Incorporated — are VERSATILE: they can carry two huge stacks of 8" drill pipe, or approximately 3,500 barrels of water, *in addition to* 2,000 gallons of drinking water, plus miscellaneous stores and equipment for drilling contractors. And they're POWERFUL: each vessel, with two 516 h.p. Buda diesel engines which maintain a speed of 11 knots, is used to tow drilling barges on location and as a standby tug. These lifelines for offshore rigs represent economical answers to big offshore drilling problems. For *your* answer consult a specialist in the field: The Ingalls Shipbuilding Corporation! Your inquiries are invited.
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Sales Offices: New York, Washington, Houston, New Orleans, Philadelphia, Chicago, Atlanta

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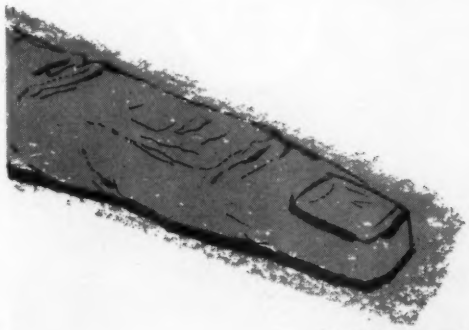
Whether it be oilfield materials and tools . . . original design, fabrication or manufacture of power equipment . . . or, buoys, foghorns and obstruction marking devices, Tideland can provide complete and specialized service for you—*in a Hurry.*



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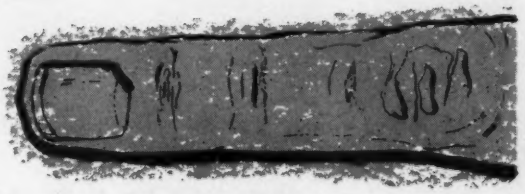

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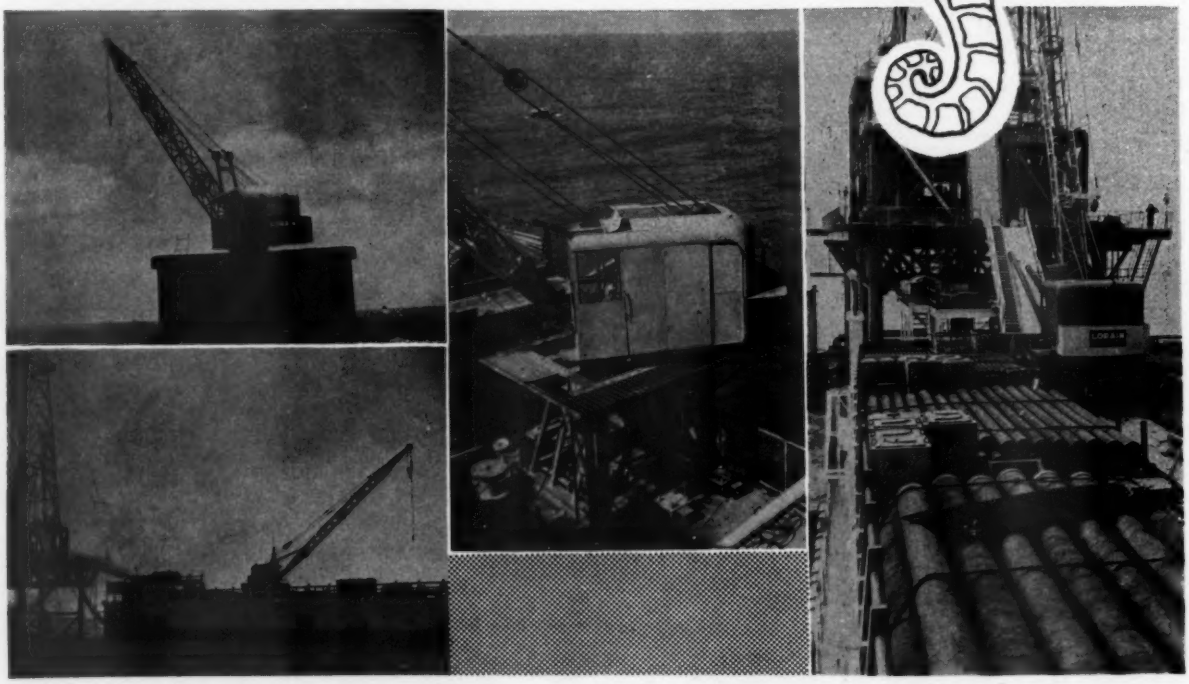

Above are a few of the many cranes installed by Head and Guild on offshore platforms and drilling tenders. Cranes from 10 to 60 ton capacity, engineered exclusively for offshore work, are available through Head and Guild. When emergency service is needed, a company-owned airplane can be dispatched immediately. All service is on a 24-hour-a-day basis, 7 days a week.

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It's Not That Simple

"Giveaway" Charge Unfounded

In this election year the oil industry is once again a favorite prey for the politically ambitious. Being politically ambitious is commendable. Without a multitude of office-seekers a democracy would crumble. Any man elected can be proud of his selection by the people.

But getting elected often involves summarizing of complicated situations in one devastating word. This year in California the word is "giveaway." It is being applied to a state law which allows California wildcat tidelands to be leased for a 12.5 percent royalty plus a variable bonus. Lease awards are based on the bonus.

This, say opponents of the Shell-Cunningham Bill of 1955, amounts to a "giveaway" of public lands. The implication is that oil companies leasing the land are getting something for nothing.

For operators faced with the problems of marine drilling on a rapidly sloping shelf, the charge of "giveaway" must be irritating.

The one-word charge is based on two arguments:

1) Leases should be awarded on a royalty basis, since that would eventually result in more income than a bonus method.

2) Royalty rates should be higher, because in foreign countries they are higher.

The basing of awards on a royalty system might be more profitable to the state in the end, but the word "might" should be emphasized. A bonus is "a bird in the hand." An exceptionally high royalty offer would provide a feeling of impending wealth, but even 100 percent of a dry hole is worthless.

The assumption that companies would offer much higher royalties than those now required is probably false. In fact, if a minimum royalty were not imposed, in certain cases operators might be convinced by a consideration of risks and possible gains to offer royalties lower than 12.5 percent.

Unquestionably the oil future of California lies under the sea. But that marine oil frontier is going to be expensive to explore and exploit.

The countries which are getting higher royalties than those California is asking have oil wells yielding fabulous production. It may be economically feasible to pay 50 percent royalty on a 15,000/bd well. The same royalty would render uneconomical a 100/bd producer.

There is, in fact, some danger of identical bidding in any system based solely on royalty. Given similar risk factors, operational costs, and potential production, several operators could arrive at the same maximum royalty they could afford to pay. For this reason, only a bonus system can supply a clear-cut bidding basis.

Such a system, combined with a minimum limit on royalty which is acceptable, is the best basis for bidding.

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GM 200 KW GENERATORS

(3) These engines have been completely overhauled by the U. S. Navy and are complete in every detail. Units complete with deadfront type control panel for generator; motor-driven air compressor; air tank; and all accessories. ENGINE: Model 8-268A GM 6½x7—8 cyl.—1200 RPM—air starting. GENERATOR. 200 KW—250 KVA—440/3/60—1200 RPM—Westinghouse—with direct connected exciter.

100 KW SUPERIORS

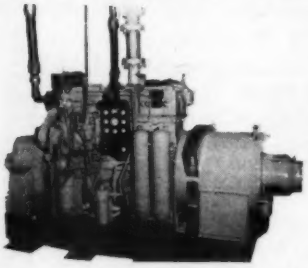
(2) 120/240 volt DC generator sets.

800 KW G.M. 12-567

(1) 12-567 GM—800 KW—550 volts DC with GE generator and 10 KW top-mounted exciter.

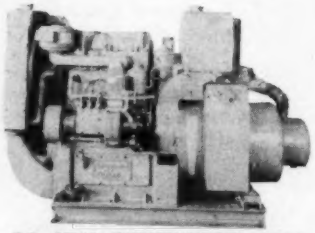
30 KW D.C. GENERATOR

30 KW—120 volt DC—Sheppard model 12—6 cyl.—4 x 6—50 HP at 1200 RPM—continuous full load rating—radiator cooled—built to ABS & AIEE #45—class A insulation—electric starting. GENERATOR: 30 KW—120 volts DC—250 amps—shunt wound—40° rise.



MATCHED PAIR 60 KW GENERATORS

440/3/60/1200—with deadfront switchgear. Purchased from Cornell University where they were used as Navy test installation. With only about 75 hours use, they represent practically new equipment. ENGINES: Cummins, supercharged model HSG-AD—6 cyl.—heat exchanger cooled—fully alarmed—shock mounted. GENERATORS: Delco model 13916—60 KW—440/3/50/1200/96.2 amps.—also 20 KW Delco generator 120 volts DC on other end. Units complete with mufflers, supply of new spares, and deadfront panel for both with all parallel features.

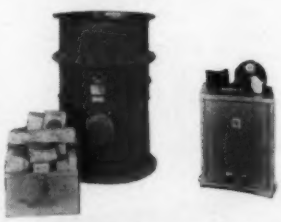


20 KW GENERATOR SETS

NEW AND TEST RUN ONLY—BUILT 1953 20 KW—120/208—3 phase 60 cycle 1800 RPM 4-wire ball-bearing E.M. generators with voltage regulator. Excitation 0.75 KW—62.5 volts—12 amps. ENGINE: Sheppard Model 6D—4½ x 5-3 cyl.—radiator cooled—212.8 cubic inch displacement—self-contained fuel tank—steel I-Beam base—12 volt heavy duty starter. BARGAIN PRICE $209.5 EACH!

300 KW BALDWIN GENERATORS

(2) 120/240 volt DC Baldwin DeLaVergne Model V-O. ENGINES: 448 HP—400 RPM—6 cyl.—12¾" bore—15½" stroke. GENERATORS: Westinghouse 300 KW—120/240 volts DC—1250 amps.—400 RPM—40° C rise—7.02 shunt field amps. ACCESSORIES: lube oil coolers; jacket water coolers; exhaust muffler; vibration isolators; commercial filter; edge-wound Purolator strainers. DIMENSIONS: 222" long—76" wide—103" high.



AXIAL FLOW FANS

4000 CFM—A4D1W5—std. stock #512389; mfg. by B. F. Sturtevant Co. MOTOR: Stab. shunt 4/1.7 HP 115 VDC—32/15 amps—1750/1310 RPM—type SK—Frame 43F—waterproof. STARTER: Size 2 class 6311-S21—115 VDC—start & stop button on door. RHEOSTAT: Style #1312859—130 ohms—1.9/0.9—250 volts. DIMENSIONS: ID 22⅛" length 35-5/8"—bolt circle 24½". FANS COMPLETE WITH ABS SPARES FOR MOTOR & CONTROL.

ALSO FOLLOWING SIZES WITH CONTROLS

3000 CFM — American Blower A3D1W5 — 1710/1350 RPM—3 HP(1)115 VDC—21⅛" ID—36-5/8" long.

6000 CFM—American Blower A6D1W5—1750/1310 RPM—5 HP 115 VDC—27⅛" ID—37-3/4" long.

8000 CFM—Buffalo Forge Co. A8D1W6—1710/1150 RPM—6 HP 115 VDC—27¼" ID—37¾" long.

12000 CFM—American Blower A12D1W5—1710/1350 RPM—10 HP 115 VDC—29¼" ID—45-7/8" long.

35000 CFM—L. J. Wing A35D2W1—1290 RPM—14.5 HP 230 VDC—42" ID—42" long.

NEW 500 CFM AXIAL FLOW FANS

500 CFM—1/5 HP—115 volts single phase 60 cycle —3450 RPM. Mfg'r L. J. Wing, type A1¼A1W5. Ohio Electric Co. motor.

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New surplus 100 KW 115/230 VDC 3-wire switchgear—originally built for use on LST type vessel to operate 3 diesel generators of G.M. or Superior manufacture.

SUBMARINE MOTORS

1375 HP—415 volts—1375 RPM—with coolers.

NET LAYER WINCHES

(2) from net layers. Capacity 1200' 1¼" cable. Drums complete with dog clutch and fairlead for proper spooling of wire. Units have prefab subbase for diesel installation.

NEW WATERTITE DOORS

(7) Quick-acting 42" x 57" doors—Mfg. by Heinz. Also (4) 18" x 36" and (4) 26" x 54" dog-type.

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With 70 Hp 230 volt DC motor.

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(3) 10,000 lbs. line pull at 45 FPM. Motor 220/440/3/60.

HEAVY LIFT WINCHES

(10) 20,000 lb. line pull—50 HP—230 volt DC motors.

50 H.P. MOTORS

50 HP—230 volts DC—type CK-9.

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NEW—344 sq. ft.—single pass—6" water—4" oil—5/8" O.D. tubes—0.049 wall thickness—overall length 103½"—suitable for engines up to 1600 HP—mfg'r Patterson Kelly Co.

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Type 3HL, Worthington 15 HP, 3 phase, 60 cycle, 400 GPM—TDH 120'—EXPLOSION-PROOF MOTORS.

Worthington 250 GPM pump, 60' head, 7.5 HP, 3 phase 60 cycle EXPLOSION-PROOF MOTOR. All controls—pumps all bronze.

Worthington 500 GPM 150' head bronze pump driven by 30 HP 440/3/60 1750 RPM motor.

(2) Union all-bronze pumps—250 GPM @ 150' head. 20 HP 3 phase 60 cycle motors.

Call For Other Sizes

DEEP WELL PUMP

Byron Jackson 6 stage 400 GPM 210' head, complete with column and suction strainer.

NEW A.C. CENTRIFUGAL FIRE PUMPS

(3) Model A Ingersoll-Rand—150 GPM @ 224' head—3425 RPM—type 1½RVH-20. MOTOR: GE 20 HP—440/3/60—3425 RPM—frame 326. PUMPS: All bronze—2½" suction—1-1/2" discharge. Will reconnect units for 220 volts.

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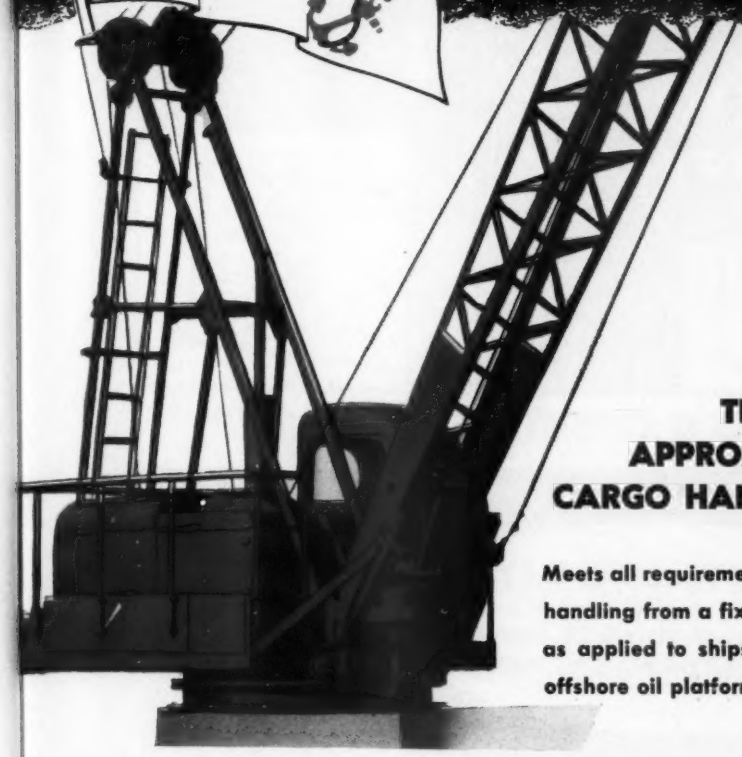
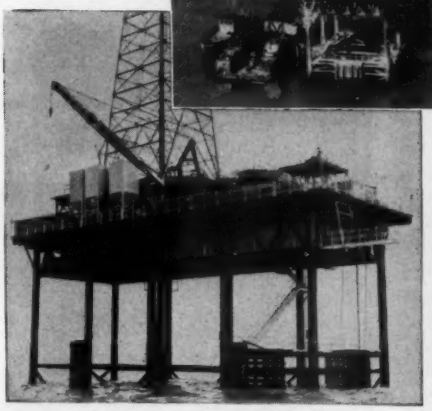


Designed to operate from a fixed mounting, the UNIT MARINER delivers dependable and economical performance aboard offshore equipment. Cargo is conveniently transferred from tender to platform.

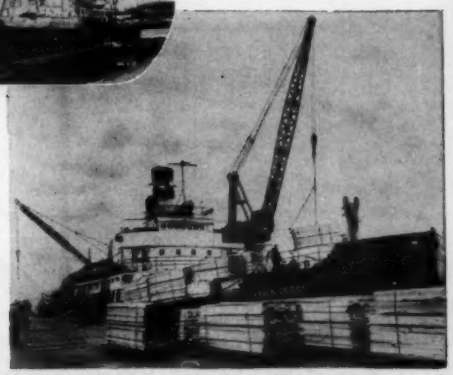


THE NEW APPROACH TO CARGO HANDLING!

Meets all requirements for cargo handling from a fixed mounting as applied to ships, barges, or offshore oil platforms.

BEFORE

AFTER



The net results of converting from old type rigging: Speeds up cargo handling — reduces idle port time — cuts maintenance cost. These self-contained MARINERS operate independently of ship's power.

Features incorporated in the MARINER design include: One-piece cast gear case — a protection against salt spray • Self-aligning centerpost trunnion • Turntable load rollers plus replaceable hook shoes • Large diameter roller path • Worm type independent boom hoist • Large diameter swing brake • Disc type clutches • Straight-in-line engine mounting with torque converter plus many other important features. The LIFT and CONTROL ability of the MARINER permits loading and unloading with speed and accuracy. The full range vision safety cab enables the operator to see what he is doing at all times. Here's a machine constructed for your type of Cargo handling. Get the facts.

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A YEAR OF PROGRESS OFFSHORE

A SURVEY OF RECENT DEVELOPMENTS IN OIL OPERATIONS AT SEA

AS REVIEWED BY A DISTINGUISHED GUEST PANEL

HOYT S. TAYLOR
Zapata Off-Shore Company

GEORGE B. KITCHEL
Kerr-McGee Oil Industries, Inc.

Each year the oil industry celebrates its advances in a nationwide "Oil Progress Week." OFFSHORE is not suggesting a secession from the rest of the industry, but it seems that progress in marine operations in recent years has been spectacular enough to merit a special "Offshore Progress Week."

In order to get a well-rounded look at what offshore oilmen have accomplished this past year, the editors of OFFSHORE interviewed a cross-section of experts directly concerned with marine operations.

The men were asked a list of the same questions. Their answers are in the story which follows. The opinions of the panel members varied frequently, and in no case is the summation of answers to a question to be considered as unanimous.

Interviewees for the survey were:

J. B. Harrison—offshore operations superintendent for The Atlantic Refining Company.

Dale Hart—construction superintendent for the J. Ray McDermott & Company, Inc., at Lafayette, Louisiana.

C. R. B. Hopper—supervising engineer for Standard Oil Company of Texas.

George B. Kitchel—vice president, Kerr-McGee Oil Industries, Inc.

S. V. McCollum—regional manager of production, CATC marine region.

Hoyt S. Taylor—director and chief engineer, Zapata Off-Shore Company.

(continued on next page)

S. V. McCOLLUM
Continental Oil Company

C. R. B. HOPPER
Standard Oil Co. of Texas

DALE HART
J. Ray McDermott & Co., Inc.

J. B. HARRISON
The Atlantic Refining Co.

Q. What, in your opinion, are the most significant developments and trends in offshore operations this year?

General acknowledgment was made of the trend to diesel-electric power, and several men cited Kerr-McGee Oil Industries' diesel-electric tender—**Kermac Drill Tender III**—as an excellent example of the use of such power.

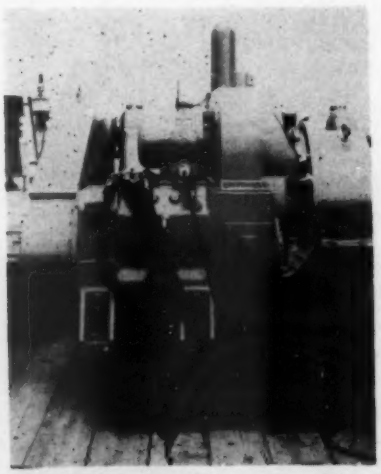
A man working for a competing concern said of the **Kermac III**:

Mr. Taylor—"In addition to our **Scorpion**, the Kerr-McGee diesel-electric tender is a major development. There is no duplication of power equipment between tender and platform and it is economical in the long run. The inherent advantage of diesel-electrical systems is in greater flexibility."

Another interviewee cited **Scorpion** and other developments:

Mr. Hopper—"Zapata Off-Shore Company's mobile unit **Scorpion** represents a real step forward in design. The unit cannot capsize while under tow and it has a rapid rate of ascent when it is in the critical zone. (i.e., when the legs are touching the ocean floor but the barge still has buoyancy). Elevation speed is measured in feet per minute instead of minutes per foot.

"Automatic controls are being used in increasing numbers. One can not only remotely control production but also can know producing rate, gas-oil ratio, etc., without going near the well. Multiple well derricks are being used more frequently, saving days of valuable drilling time."



D-E POWER such as used on "Kermac III" is one of the most important developments offshore this past year. (See OFFSHORE, August)

Another expert discussed platform construction:

Mr. Hart—"A little more than a year ago deck sections began being placed as a single part, simplifying installation and removal, with time savings up to 50 percent. Previously deck sections were welded in place and bracing installed on site. Now deck sections are put on as a single unit, with prongs extending from the upper section into the open pipe in the lower section, and welding eliminated."

Mr. Kitchel—" . . . development of more versatile and dependable mobile units for deeper water, and stronger tenders with better anchoring systems. Improved marine service vessels have been developed, supply and service companies are better meeting needs of operators and contractors. However, overall economics of drilling show little if any improvement over last year because personnel, equipment, and material costs have risen."

Inventions mentioned included:

Mr. McCollum—Fares Hanna & Associates' new slip connection device could be important because it would materially reduce tonnage of steel needed for offshore structures. It has been tested by Bethlehem Shipyard.

An interviewee working for an operator cited overall progress:

SCORPION, a mobile unit owned by Zapata Off-Shore Company, was singled out for praise by one panellist. (See OFFSHORE, April)

Mr. Harrison—"A few years ago oil men only **thought** there was oil in the Gulf and **thought** they could drill for it. Now they **know** there is oil in the Gulf and **know** they can drill for it. The current trend in thinking now among operators is how to get the oil most economically—quite a change in comparison to several years ago when the problem was to get the job done. Operators are getting more economically-minded.

"Also there is a new trend to use mobile units for field development and not limit their use to exploratory drilling. But, and I want to stress this point, mobile units can be used in this fashion only under certain, specific conditions and at certain locations. Their use for field development will be limited. The increase in mobile units operating and under construction is indicative of the trend toward this method of drilling."

Q. Who has contributed the most this year to the progress of offshore operations?

The panel was almost unanimous in pointing out that cooperation between the various segments of the industry made possible significant strides in offshore operations this year. Two persons were repeatedly mentioned as having made outstanding individual contributions. They were: H. E. Denzler, Jr., for his work as chairman of the Offshore Operators Committee, and E. R. Vorenkamp, for his work as chairman of the Panel of Advisors to the Commander, Eighth Coast Guard District.

(continued on page 25)

IT'S Allis-Chalmers DIESELS for *any* Marine Power Need

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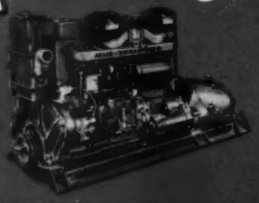

PROPULSION ENGINES

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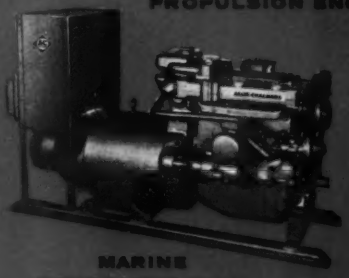
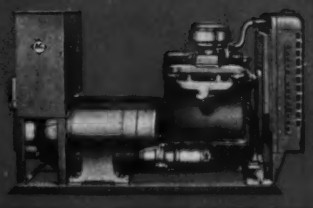


MARINE GENERATING SETS



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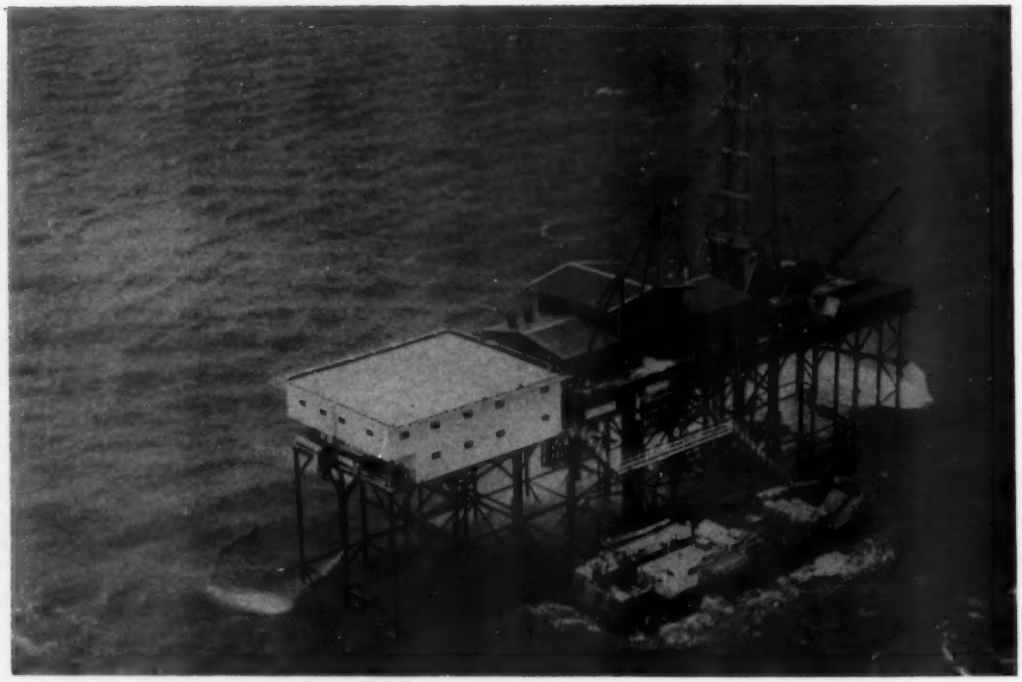

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Q. Why is there an apparent trend to the use of more powerful drilling equipment offshore?

There was general agreement that lighter equipment would restrict a rig's scope of operations, but one expert questioned the necessity of heavy rigs.

The drilling contractors felt: Mr. Taylor—" . . . a rig may be drilling an 8,000-foot well today but next month it may have to drill a 15,000-foot well. As costly as marine drilling units are, the extra expense of heavier equipment is a

(*continued on next page*)

. . . These men were named as outstanding . . .

H. E. Denzler Jr., chairman of the Offshore Operators Committee

H. E. Denzler, Jr., chairman of the Offshore Operators Committee, is a civil engineer with construction experience gained from South America to the far north.

He has been with The California Company for 11 years. At present Mr. Denzler is Marine Maintenance Superintendent for that company in New Orleans, having been District Engineer for the company earlier. Before joining Calco he was with the engineering firm of Michael Baker, Jr.

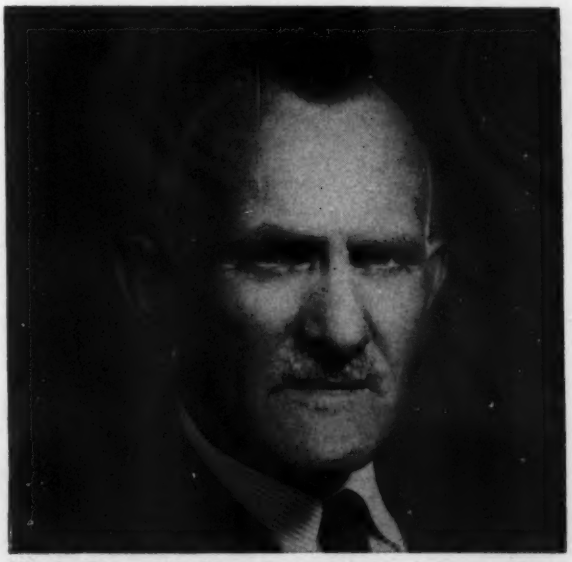
Born in Indianapolis, Indiana, Mr. Denzler attended Purdue University. During World War II he was with the Corps of Engineers, doing layout work on U.S. Navy airfields in Recife, Brazil, and Alaska.

He is married to the former Margaret Sprunt, of Clinton, South Carolina, and they are now expecting their second child.

Mr. Denzler had this to say about the work of the committee which he heads:

"The Offshore Operators Committee acquaints agencies with the problems of oil people, as well as assists in arriving at amicable solutions to problems. It not only helps solve mutual problems of the industry and government agencies, but also is interested in relations with the shrimp industry, navigation interests, the U.S. Weather Bureau, the Armed Forces, and others."

E. R. Vorenkamp, chairman of the Panel of Advisors to the Commander, Eighth U. S. Coast Guard District



Distinguished service has marked the career of Captain E. R. Vorenkamp, Chairman of the Panel of Advisors to the Commander, Eighth Coast Guard District. Beginning as clerk at Martinez Refinery in California, he has, in his 33 years with Shell Oil Company, held positions as manager of wharf and loading operations at Martinez, Marine-Transportation-Supplies administrative assistant in San Francisco, marine assistant to the area manager in New Orleans, manager of Marine and Automotive Department, and manager, Transportation Department—his present position.

During his service in the United States Navy from 1941 through 1946, he received two commendations from the Secretary of the Navy.

Mr. Vorenkamp has this to say about work of the Panel of Advisors:

"The Panel has succeeded in establishing the most harmonious relationship between the Coast Guard and the oil and affiliated industries. The broad experience of its members in marine operations, as well as exploration and production operations, has resulted in the combined efforts of the U. S. Coast Guard and the petroleum industry to establish and maintain the highest standards of marine safety."

XUM

(*continued from preceding page*)
small percentage increase compared to total investment in the overall unit. Also, to make hole rapidly near the surface, powerful mud pumps and engines are needed. Time and money can be saved by using heavier equipment."

Mr. Kitchel—"Depth of wells is apparently increasing. Also, sturdier equipment gives a greater safety factor. The increased weight is not a great factor due to infrequent handling, and handling equipment is more than adequate."

And the dissenting note:

Mr. McCollum—"Some people argue that you must have equipment capable of drilling 15-16,000 feet. I can't exactly buy that. Equipment could be designed for both water and drilling depth requirements. I feel certain that in time equipment will be more and more tailored for the location in which it is to be used."

Q. What are some of the offshore problems still to be solved?

Most of the group listed disputed ownership of the marine oil provinces as the number one problem, with the problems of drilling in ever deeper water running second. Typical comments ran:

Mr. Hart—"The U. S.-Louisiana dispute has hurt us in that a lot of companies formerly operating in the twilight zone have moved out. Drillers, producers, everybody connected with the offshore oil business will be hurt to some extent."

Mr. Hopper—"Ownership of offshore acreage is most pressing. As offshore operations extend farther from the United States' shores and possibly shores of other countries, the problem of ownership arises."

And fairways:

Mr. Harrison—"The matter of fairways and the conflict of interests between the navigation and oil industries is not critical at present. But as more and more platforms start dotting the Gulf, the problem will grow. Every effort should be made to develop a satisfactory solution such that the area can be exploited and navigation improved."

And economics:

Mr. McCollum—"The need for equitable distribution of allowables between on shore and offshore producers is important. Reduced allowables plus increased cost make payout look pretty tough. High costs involve everything done offshore. Despite increased know-how, it is difficult to gain economical operation when material costs are continually increasing."

And others:

Mr. Kitchel—"In addition to drilling in deeper water, the industry needs better ways to combat weather and sea conditions, better means of transporting personnel in rough weather, better well production structures, better production gathering systems, and better corrosion protection.

BREWSTER-BARTLE DRILLING COMPANY, INC.

ANNOUNCE THE REMOVAL OF THEIR

HOUSTON OFFICE

TO

SUITE 1919

BANK OF THE SOUTHWEST BUILDING

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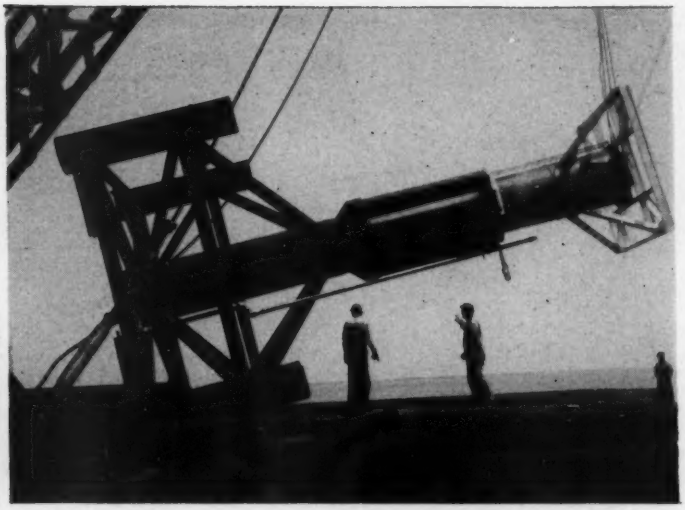


Scene above is preliminary test of a new method of connecting pilings to jacket legs that may mean important savings in steel—and costs. Men are placing a tapered swage plug in place so that a pile hammer can drive it into the top of the piling—which is thereby forced against slips welded inside the leg of the jacket. Right, first structure to use the Fares Hanna & Associates' connecting device was this well protector jacket built for the CATC group for use in Block 81 of the West Delta Area. Without connectors, the four pipes at the bottom of the jacket, left, would have had to be long enough to reach above water for welding piling to legs.

New Pile To Jacket Connection Cuts Offshore Platform Costs

A device developed by Fares Hanna & Associates, Houston, may result in considerable savings of steel (and costs) in construction of offshore platforms and well-support structures. The company saw the need for such a device to save steel about a year ago, and Professor Leo J. Castellanos, an associate, invented and worked with other members to develop the connector.

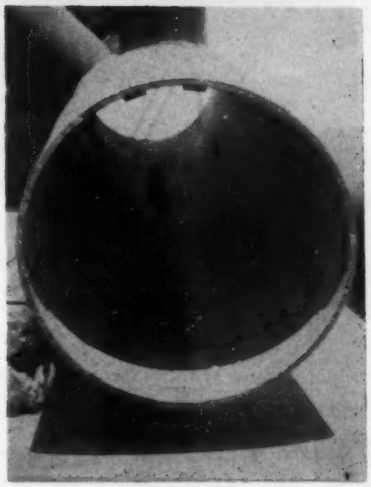
The Fares Hanna & Associates "pile to jacket connecting device" provides a new means of connecting piling to the jacket leg it is driven through. The invention consists basically of slips (which are welded inside the jacket leg) and a tapered swag plug which is driven into the top of the piling to extend it against the slips. The device has already been used in the setting of one offshore structure designed and constructed by Fares Hanna & Associates, and two more under construction by the firm will use it.

Costs are reduced by the pile to jacket connector in two ways:

First, it makes possible the connecting of a pile and jacket leg well below the waterline. Previously, the connection between pile and jacket leg has been made by welding them together at a point above the surface. Lowering of the connecting point makes possible savings of steel by reducing the length of piling needed. For instance, in a 16-leg platform for 100-foot water a saving of about 1,600 feet of piling would be made possible by connecting pilings and jacket legs near the mudline.

Second, the diameter of the pipe extending from mudline to working deck may be reduced by driving the piling through outriggers connected to the jacket legs. Previously the jacket legs had to be large enough in diameter to permit the piling to pass through them. Now they only need be large enough to support a specified load.

Method of application . . . To use the connector, the piling is driven through the jacket leg to a point where the top of the pile is a little above the slips. A "follower" is used in driving the pipe to this point, permitting use of a pile hammer above water.



Close-up of slips inside a jacket leg on the CATC structure. Similar to oil field slips, they are specially made for connectors.

Next the swage plug is inserted in the piling. The plug is a case-hardened steel cylinder which is tapered for about half its length, with a greater taper near its lower end. When driven into the piling it wedges the piling wall against the slips on the inside of the jacket leg. The swage is driven in far enough to actually stretch the jacket leg wall, providing a tight hold on the pipe.

In a preliminary field test of the connector a 30-inch OD pile was driven through a 33-inch OD jacket leg. After driving, a compression test was made and 1 million pounds of compression failed to make the piling yield. Attempts to withdraw the piling were successful only after 900,000 pounds of pressure were applied.

XUM

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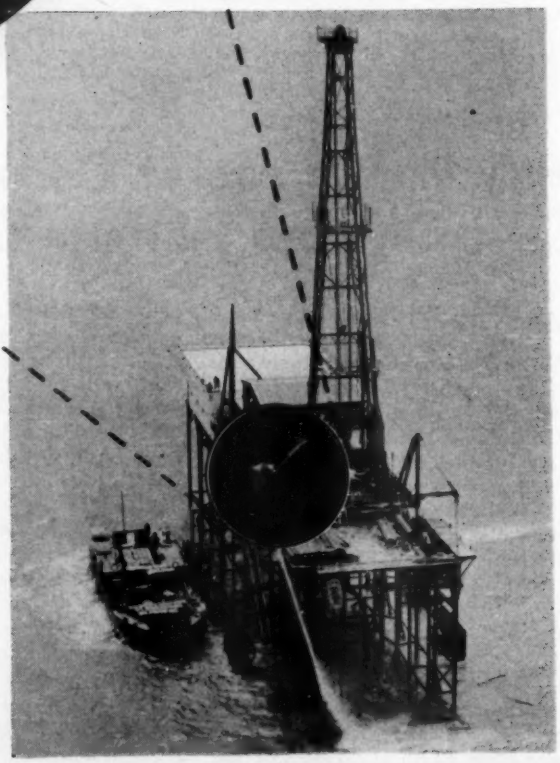

Just as we did on Morris & Hamilton's new submersible-type mobile drill barge CARTER MART, Bado Equipment Company can handle your complete crane problem for any barge or platform—a turnkey job that includes designing, engineering, fabricating and installation of our special Marine Bases for cranes of 10 to 70 tons capacity.

We are equipped to handle many other of your OFFSHORE fabricating problems and can submit quotations that will represent substantial savings in time and money.

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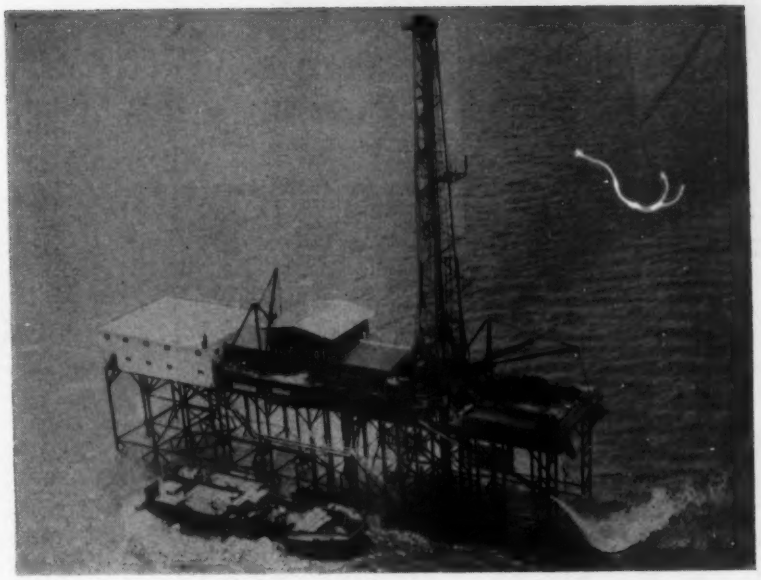


The mobile unit "Carter Mart" on its first location, off Louisiana. Morris & Hamilton's new unit has one of the finest ballast systems of any submersible now operating in the Gulf.

Fine ballast control for

A Fast But Steady Plunger

Piping system which controls descent of "Carter Mart" could also save unit from capsizing after a collision

On its first location the new mobile unit **Carter Mart** proved it was a real plunger—but a well-behaved plunger at that. Just 20 minutes after an "OK" signified it was on site, Morris & Hamilton's new unit was safely on bottom.

Despite the quick dive the unit never listed more than 20 minutes, or one-third of one degree.

The unit was built by Sprague Welding & Machine Works, Houston.

On hand to direct the dive on location were representatives of Christenson & Graham, Inc., which designed the unit for Morris & Hamilton, Inc., of Houston. **Carter Mart** was sunk exactly on site, despite the difficulties of controlling 5,000 tons of steel and water.

Reason for the rapid and well-controlled descent:

Carter Mart has one of the finest ballast systems of any submersible built to date, designed for collision as well as making location. Major components of the system are two 1,500 cubic feet per minute pumps, 18 ballast tanks, a 30-inch diameter pipe manifold amidship to admit water, 12-inch diameter pipes running from pump room to slot-end tanks, and 8-inch diameter pipes running from the pump room to tanks on the other end.

The 30-inch diameter midship pipe runs across the lower hull, with 20-inch sea chests at each end of the pipe located under water at all times. There is a block valve in the center of the 30-inch pipe.

These are some of the things the ballast system can do:

1) The two 1,500 cfm pumps can pump from any tank on one side of the barge to any tank on the other side. In the event of a collision, where a heavy list might prove fatal, this speed in transferring water could save the vessel from capsizing.

2) The tanks can be pumped into, out of, or from side to side at will.

3) Gravity can be used to fill any tank, since the sea chests are always under water.

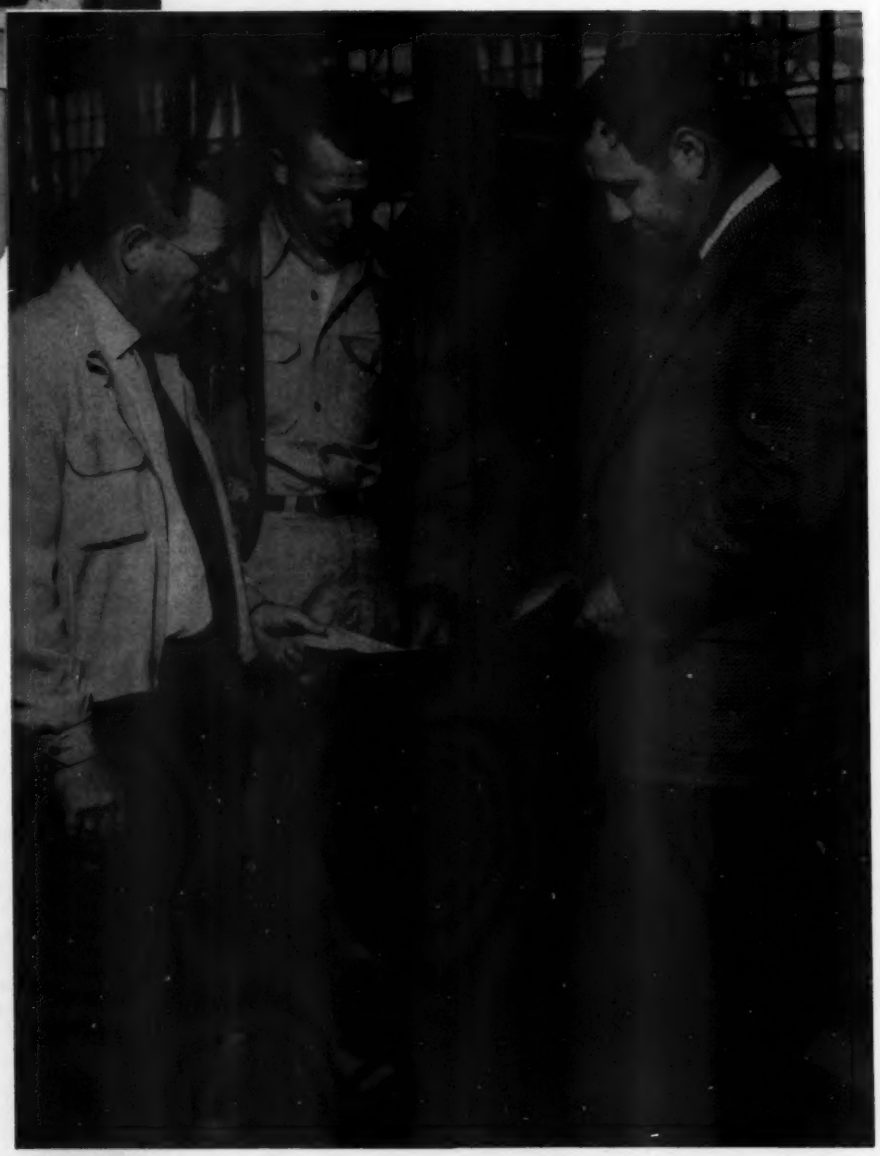
4) Because the center block valve isolates one side of the barge from the other, it is possible to pump out of the low side or into the high side independently, and concurrently, to compensate for list.

Of the 18 ballast tanks, four are along the center line, six are located on each side, and two are in the stabilizing pontoons on the quarters end.

The slot-end tanks have larger pipes in order to get that end on bottom fast. The other end of the unit uses 8-inch pipes because it is sunk last and there is less necessity for speed.

G. & H. Towing Company's tugs **Grampus** and **Porpoise** towed **Carter Mart** to its first location at an average speed in excess of 10 knots. (The average mean draft of the unit is about 6 feet.) Approaching the drill site, selected tanks were flooded until the deck of the hull was about 15 inches above the water line, on even trim. By making the unit "heavy in the water" the floating end was prevented from being raised out of the water when the slot end was sinking to bottom. This flooding also increased stability. Once the vessel was located and the signal to dive was given, the slot end reached bottom in just five minutes. Fifteen minutes later the quarters end was on bottom.

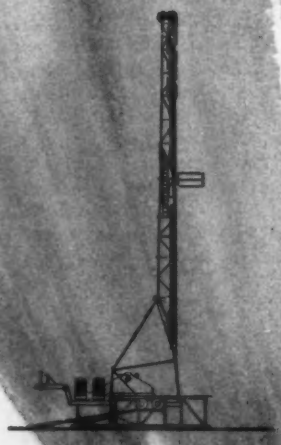
During the lowering, three men were on duty in the pump room, which is accessible by tube from the upper hull. One man served as a telephone talker, with the other two operating valves as directed from topside.



It takes specialists with experience to design and build quality into

LEE C. MOORE

masts



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Agreements For Drilling, Leasing Reached

BUT—It was the operators and state which agreed, the U. S. had not yet commented late in September

Agreements were reached in the Louisiana - United States tidelands dispute in September. But they were only multiple agreements designed to lead to the one big agreement which would make possible new drilling and leasing in the disputed zone.

Late in the month the federal half of the two-party dispute still had not commented on a new set of proposals drafted by the state in accord with the offshore operators.

United States officials earlier had claimed that the state didn't know what operators wanted in the way of oil leasing arrangements. To clear this objection aside, operators and state officials each made concessions in order to get specific agreements drafted.

Operators waived the prescriptive period of any taxes, meaning that they would still have to pay any back taxes due the state of Louisiana regardless of how long the controversy continues.

The state withdrew requests for bonds from companies having production in the disputed zone. It also agreed to allow the federal government to grant new leases in a part of the zone. But the federal government would have to place all the lease monies in a special escrow fund, and the state would have to validate the leases.

Louisiana and the oilmen reached agreements covering six different types of leases, thus meeting a federal demand that the state show in detail how it would validate leasing.

If the agreements are approved by the federal government without change, they will be filed with the U.S. Supreme Court clerk and drilling and leasing can resume. If they are turned down, Louisiana officials warned, operators must await a U.S. Supreme Court decision. Even the October 1 recorvening of the Court held but slight hope for a rapid settlement—the case may be placed on the calendar for a hearing in 1957.

An overall estimate of the financial damage caused by the dispute has not been made, but one firm was said to have lost more than $150,000 by early September. The company, Anderson-Prichard Oil Corporation of Oklahoma City, was spending $4,400 a day to keep the tender Deepwater No. 1 on site but inoperative in the disputed zone.

The company has dual leases and has been paying rental to both governments. Seeking a go-ahead, Anderson-Prichard sued in U.S. District Court in Washington, D. C., to force Interior Secretary Fred A. Seaton and Atty. Gen. Herbert Brownell Jr. to grant a permit. The application was turned down by the court. Anderson-Prichard then took the case to the U.S. Court of Appeals in Washington. There the company hit another snag. The Appeals Court denied an immediate hearing of the case, with one judge dissenting.

Anderson-Prichard's lease on the block in question expires next December 27. If the company had gotten drilling permission, considerable drilling could have been begun.

(*continued on next page*)

Scenic beauty of this California drilling island would contrast sharply with drilling structures in the Gulf of Mexico. On the West Coast, "looks" are a factor to be considered in drilling platform design. This one, to be built for Richfield Oil Corporation by Guy F. Atkinson Company of San Francisco and Long Beach, will have palm trees and shrubbery to make it look like a natural island. California's second drilling island is on a 1,175-acre state tidelands lease offshore from the Rincon field, nine miles west of Ventura. The Richfield drillsite is in 45 feet of water and will have a land-filled center surrounded by an outer ring of breakwater rock. Total area is about three acres, with a net working area of slightly more thn one acre providing space for 70 wells. Well heads and producing equipment will be concealed from the mainland, and portable drilling masts are to be used. Preliminary construction work will begin immediately. John A. Blume, consulting engineer at San Francisco, did engineering design on the project.

XUM

(*continued from preceding page*)

The CATC group, Magnolia Petroleum Company, and The California Company all have similar dual leases.

In other action, the Department of Justice filed a request with the Supreme Court to throw out Louisiana's case. The Department claimed the state had failed to file a reply to a federal brief within the required time. Louisiana's answer to the federal brief had been in the form of a motion to dismiss the U.S. case. The Justice Department says the motion to dismiss was not a legal answer. The state says that under federal court procedure the motion was a legal answer.

On September 10 Louisiana Atty. Gen. Jack Gremillion filed a new brief in the U.S. Supreme Court, charging that the Department of Justice has no right to a speeded up trial decision because the federal government had asked two continuances in the past.

Attorney General Gremillion, in the same brief, questioned the Supreme Court's right to settle boundaries when the U.S. Congress had passed no law locating the boundaries.

Canada

Gravity Meter Survey Underway in Lake Erie

The Canadian side of Lake Erie is getting the once-over from a gravity meter party working for Radar Exploration Company of Toronto, province of Ontario. The survey is being made for Imperial Oil, Ltd., which has a permit to explore 30,000 acres in the lake bed.

California

"Give Away" Charged As 5,500 Acres Offered

A charge of "give away" has been levelled against California's State Lands Commission for its decision to offer 5,500 acres off Santa Barbara County for oil lease. The three-man commission is asking 12.5 percent royalty plus a cash bonus for the acreage, which is in the Summerland area.

Several state legislators criticized the Commission's action, as well as indicated strong opposition to the Shell-Cunningham Bill of 1955 which made the offer possible.

Assemblyman Francis C. Lindsay claimed the provision for a cash bonus was a "subterfuge" to keep the lease royalty down to 12.5 percent. He pointed out that leases for foreign oil are negotiated for up to 50 percent royalty.

State Controller Robert C. Kirkwood, a commission member, defended the action and denied the bonus was a subterfuge. He pointed out that the royalty rate was set by the Legislature and asserted that a cash bonus provides a "clear-cut basis for bidding."

Meanwhile, bidding on a great majority of acreage in the Santa Barbara Channel will have to await settling of a question on state versus federal ownership. Islands in the channel provide the basis for the question, which has three possible solutions:

1) The state owns acreage within three miles of the shoreline itself.

2) The state owns acreage within three miles of a line drawn between headlands on the mainland.

3) The state owns acreage within three miles of a line drawn to include the islands.

(*continued on page 34*)

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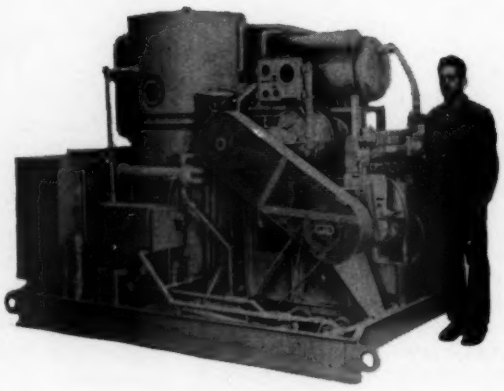

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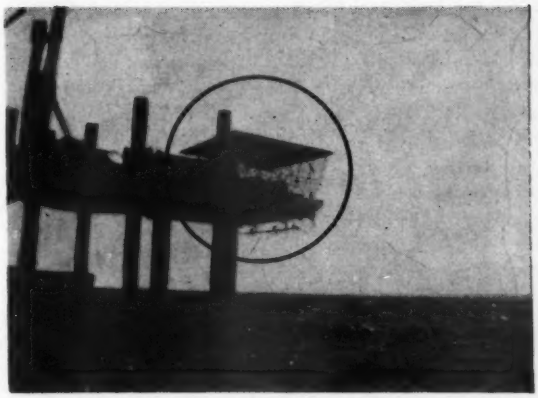

Trained Vapor Honing personnel work from scaffolding to sandblast and coat the 200' underside of The Offshore Co. NO. 51 during drilling operations.

The supply ship SALVOR anchored beside platform. Portable sandblasting and coating equipment are aboard the especially-designed vessel.

Vapor Honing Marine Services apply

PROTECTIVE COATING WHILE THE BIT TURNS

on The Offshore Co. No. 51

Sandblasting and coating at sea replaces "down time" and lost revenue, saves operator many thousands of dollars

By completely sandblasting and coating a mobile unit at sea during actual drilling operations, Vapor Honing Marine Services effected a saving for the contractor of many thousands of dollars.

A unique offshore service vessel, the 105-foot SALVOR, provided all equipment necessary for the operation. Anchored beside the giant mobile unit without touching support columns, the especially-designed SALVOR served as both work shop and living quarters for Vapor Honing personnel—so that there was no interference with the work of crews aboard the drill barge.

Special rigging and trained workmen enabled Vapor Honing to coat the underside of the platform on location. Vapor Honing can coat your structure at the drillsite, eliminating the need for expensive down time.

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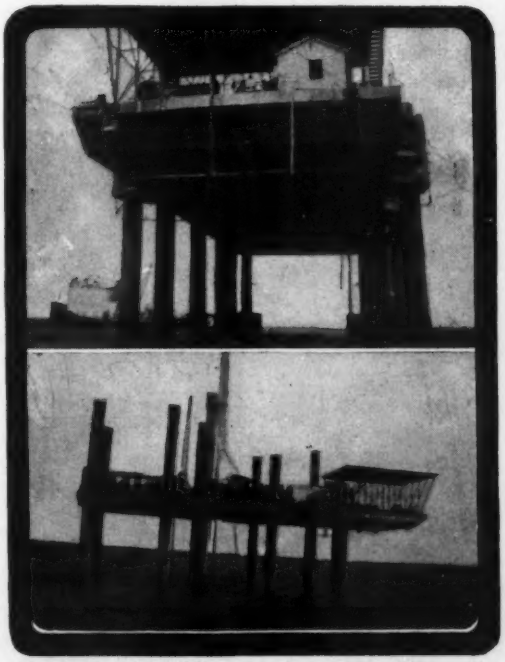

The 105-foot SALVOR, top, anchors near platform without touching support columns. Bottom, the drill bit turns while coating operations are underway.

VAPOR HONING MARINE SERVICES, INC.

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(continued from page 32)

The last alternative would more than triple the continental shelf acreage which California can lease in the vicinity of Santa Barbara, and would make a still greater total acreage accessible to directional drilling beneath the deeper portion of the channel.

Demo Party Criticizes Tidelands Act of 1955

The Democratic Party's state central committee has condemned California tidelands oil legislation as a "giveaway." Meeting at Sacramento, the committee adopted a resolution calling for immediate amendment of the Cunningham-Shell tidelands bill of 1955.

Backers of the resolution charge:

(1) The bill abrogates the right of the state to lease tidelands on a competitive royalty basis, limiting the state to a bonus method.

(2) The bill prohibits leasing of tidelands at more than 12.5 percent unless the lease in question is on a known geologic structure. This, say resolution backers, would be practically impossible to prove.

The resolution calling for a change in the law was introduced by Phil Silver, Democratic attorney running against Joseph C. Shell, one of the authors of the Cunningham-Shell bill.

State Officials Deny Rumors of Rich Strike

Rumors of a rich Santa Barbara County oil strike offshore from Coal Oil Point have been denied by state officials. But Howard Kegley, veteran oil writer who first reported the story, refused to back down. A vice president of the operating company said the well is now abandoned, but refused to directly deny or confirm the rumor.

The rumor:

Richfield Oil Corporation, operating jointly with Honolulu Oil Corporation and Signal Oil & Gas Company, drilled the test from the core vessel **Rincon** in 500 feet of water. Below 5,200 feet the hole cut 600 feet of Sespe zone. A 24-hour potential test was taken, with oil flowing into a nearby barge. If a prolific strike, the Richfield well might indicate an extension to the onshore Ellwood field.

The denials:

Rollin Eckis, vice president in charge of exploration for Richfield, said in a statement, "The well was drilled to a depth of approximately 6,000 feet, some tests were made and the well was abandoned over the weekend. The company is now considering whether it will drill another test on the lease." He refused to deny or confirm the rumor directly on the grounds that that would be giving information to competitors.

Bill Bailey of Santa Maria, deputy state oil and gas supervisor, said representatives of his office were present for the plugging and would have known if there were any production.

Charles Struck, representative of the Division of State Lands, said his office received daily reports on the test and he was sure the story was untrue.

The Richfield test was drilled under a classification of "confidential prospect" so that all information on the operation was kept in the locked files of the State Division of Oil & Gas.

State Will Receive Half Of Long Beach Revenue

A ruling of the State Supreme Court will net the state of California an estimated $12 million a year in tidelands revenue. The Court decided that 50 per cent of tidelands

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revenue from Long Beach drilling should go to the state. State attorneys had argued against the use of tidelands funds for other than harbor improvements by Long Beach.

Also involved in the settlement was $120 million in funds impounded during the long court battle.

Louisiana

Two Drilling Tenders Set Adrift by Hurricane Flossy

Hurricane Flossy, generating winds up to 100 mph, raced through the Louisiana offshore oil patch late in September, setting two tenders adrift, moving a mobile unit, and inflicting other damage.

Two CATC group tenders, the **Jack Cleverley** and the **Ernie Miller,** broke loose and drifted southward. The **Jack Cleverley** had been in Block 28, Grand Isle Area. It drifted 25 miles to a point off Southwest Pass. The **Ernie Miller,** dragging one anchor, drifted 15 miles from its West Delta Block 30 field location to a point south of Grand Isle. Both tenders are in port for inspection of damage.

The Phillips Petroleum Company tender **K. S. Adams,** which had been operating in Bay Marchand Block 4, got away from a tug and was blown ashore. There was no apparent damage.

Morris & Hamilton Drilling Company's mobile unit **Carter Mart** was moved slightly on location, but was otherwise undamaged.

Shell Oil Company reported the loss of a radio tower in the vicinity of the South Pass Area.

A check for $1,339,782 is presented J. H. Bull, right, president of Avondale Marine Ways, Inc., of New Orleans, by Thomas Q. Winkler, president of Winkler & Company, also of New Orleans. The $1.3 million check was issued by Marine Office of America to make one of the largest insurance settlements ever reached in the deep south. It covered accidental loss of Southeastern Drilling Corporation's mobile unit "Barge 8," which had overturned at the Avondale plant just seven days previously.

Humble Oil & Refining Company reported "no particular or material damage to platforms or tenders." The report came after an aerial survey. All anchors on the Humble tenders were reported as having held fast against the 95-100 mph winds.

Tennessee Gas Announces Vast Pipeline Expansion

Included in a $166 million pipeline project are lines which will tap about 2 trillion cubic feet of gas in the Gulf of Mexico off Louisiana.

Tennessee Gas Transmission Company filed an application with the Federal Power Commission in Washington, D.C., late in September to construct a major enlargement of its natural gas pipeline system.

A significant part of the project is 120 miles of 26-inch, 20-inch, and 12-inch pipeline to be constructed from the company compressor station at Kinder, Louisiana, south to the shoreline and into the Gulf of Mexico. The line will connect to offshore wells where some 2 trillion

(*continued on next page*)

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(*continued from preceding page*)
cubic feet of gas reserves newly contracted for by the company are located. About 68 miles of this pipeline would be under Gulf waters.

The $166 million expansion program would add 456 million cubic feet to the average-day delivery capacity of the system, which extends 2,200 miles from near the Texas-Mexico border through 15 states to northern New England.

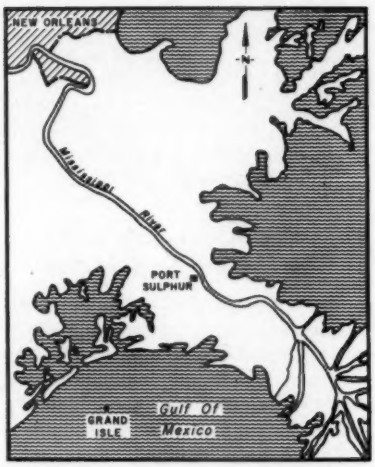
Proposed new facilities include 1,085 miles of pipeline, six new compressor stations, enlargements of seven existing stations, and a new triple-pipeline underwater crossing of the Mississippi River.

Freeport Sulphur To Mine Sulphur Off of Grand Isle

The first completely offshore sulphur mining operation in history will be undertaken by Freeport Sulphur Company at a deposit discovered in the Gulf of Mexico by Humble Oil & Refining Company.

The deposit is in 45 feet of water six miles of Plaquemines Parish. It represents a "major new source of sulphur" according to a joint statement by Hines H. Baker, president of Humble, and Langbourne M. Williams, president of Freeport.

Under a contract signed by the companies Freeport will design, install and operate a mining plant to produce sulphur by the Frasch hot water process. Construction is required to begin by the latter part of 1958 and is expected to take two years to complete.



A major sulphur deposit found by Humble Oil & Refining Company in Block 18 of the Grand Isle Area is scheduled for exploitation.

The deposit, in Block 18 of the Grand Isle Area, was discovered by Humble in the course of oil exploration. It is approximately 1,700 feet below the floor of the Gulf in the caprock of a salt dome.

The contract also involves sulphur rights in two other offshore domes, in Block 16 of the Grand Isle Area and in Block 30 of the West Delta Area. Under the contract each company will in effect receive approximately 50 percent of the net profits after taxes.

Texas

State Seeks Bay Property Now Owned By Individual

The State of Texas is seeking to get its Supreme Court to reverse a decision which upheld private ownership of 572 acres in Copano Bay, Aransas County.

Earlier the Court had upheld a claim that private interests own acreage above .4 feet. The claim was made by Russell S. Ponder, The Sun Oil Company, and others. It is based on Spanish-Mexican law before 1840.

Attorney General John Ben Shepperd is asking the court to recognize instead the state's contention that its ownership extends seaward from a level of 1.1 feet.

Tidewater tracts surveyed before 1840 are said to be affected.

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State Land Lease Sale Scheduled In December

A Texas lease sale has been scheduled for December, according to an announcement by J. Earl Rudder, state land commissioner. The sale will cover lands of the School Land Board—which holds Gulf of Mexico acreage—as well as other boards. Lists of lands desired to be included in the sale should be submitted to the General Land Office on or before October 16.

Venezuela

Venezuelan Government Grants Six Lake Leases

Six concessions in Lake Maracaibo, Venezuela, have been granted for total bids of $78,839,000, plus royalty. With leases granted on 42,677 acres, the average per acre bid was $1,847.

Most of the acreage is adjacent to Mene Grande Oil Company's concessions near the town of San Lorenzo, and Mene Grande was top bidder in the sale. Mene Grande, a subsidiary of Gulf Oil Corporation, bid $27,089,000 for 20,674 acres surrounded by its earlier concessions. However, a new company, Venezuelan American Independent Oil Producers Association, Inc., managed to get acreage which is encircled by Mene Grande for a total bid of about $1.8 million and an offer of 20 percent royalty.

Other winners in the sale were The Superior Oil Company, Compania Shell de Venezuela, and Venezuelan Leaseholds, C. A., a new company.

Results of the sale:

Highest bid was $25,968,000, which Shell paid for 10,181 acres in Lot V-574, adjacent to Creole Petroleum Corporation acreage. Creole's 2,000-well Bolivar Costal Field lies north and west of the new Shell concession. Average per acre paid by Shell for its lease is $2,550.

The Superior Oil Company paid an average of $2,626 per acre for 7,770 acres adjacent to Shell's Block I field. Total bid on the acreage was $20,405,000.

Mene Grande leased two tracts encircled by its own former concessions near the town of San Lorenzo. For 10,692 acres in Lot V-575 Mene Grande paid $18,482,000. Average per acre was $1,728. For 9,981 acres in Lot V-576 the company paid $8,607,000—or an average of $862 per acre.

Venezuelan American obtained 2,077 acres in Lot V-574, surrounded by Mene Grande holdings, for $1,791,000. Average per acre bid was $862.

Venezuelan Leaseholds paid $3,586,000 for 1,966 acres in Lot V-575, west of Mene Grande holdings and adjacent on the southeast to Shell's Block III concession. Average per acre was $1,824.

Those Hungry Teredos May Be Licked At Last

Lake Maracaibo's voracious little beasties—the *teredos*—may have met their match. But they aren't so much licked as side-stepped. An aluminum pipe line laid in the lake six months ago has been inspected and found to be virtually free of corrosion.

Steel lines usually used for crude gathering in the lake are protected with a coating. But after the *teredos* do a little boring the steel is exposed to salt water and corrodes.

Creole Petroleum Corporation laid its aluminum test line from a well to a flow station 700 feet away. Data: 4-inch line, 40-foot joints, 150 pounds to the joint, water depth 15 to 20 feet.

Success of the experiment may lead to more such lines in the lake. If given a protective coat to gnaw on, *teredos* could get clear through to the aluminum anyway. But with aluminum it seemingly won't make much difference.

Oilfield Hauling ... at Sea

The 120-ft. FLOOD TIDE, left, is one of five big supply vessels serving the offshore industry.

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Round-the-clock service is assured by Tidewater's experienced personnel, and by the finest fleet of supply vessels in the Gulf. These include the 120-ft. EBB TIDE, 130-ft. HIGH TIDE, 130-ft. GULF TIDE, 120-ft. FLOOD TIDE and 120-ft. RIP TIDE . . . boats big enough, and tough enough, to go out and stay out in any kind of weather.

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INDUSTRY ITEMS . . . . . In the News

Robert C. Ledford Promoted By Marine Gathering Company

Robert C. Ledford, formerly operations manager for Marine Gathering Company of Houston, has been elected vice president, according to an announcement from G. Burton Liese, president.

Marine Gathering Company, which constructed the first underwater natural gas gathering system in the Gulf of Mexico off Louisiana, is a subsidiary of Commonwealth Oil Company of Houston.

Ledford, a native of Tulsa, has more than 20 years experience in the design and construction of chemical and gasoline plants, and gas gathering systems.

Before joining Marine Gathering Company in 1950, Ledford was construction superintendent of McCarthy Chemical Company at Winnie. He was also employed in the refining engineering department of Phillips Petroleum Company and was chief engineer of Barber Asphalt Company.

During World War II, Ledford was construction superintendent of a 100-octane aviation gasoline plant owned by the Defense Plant Corporation. He is a member of the Houston Engineers Club, the New Jersey Society of Professional Engineers and vice president of the Pipeliners Club of Houston.

Brewster-Bartle Appoints Ray E. Plumb Geologist

Ray E. Plumb Jr., formerly with D. D. Feldman Company, has joined Brewster-Bartle Drilling Company as geologist. He is a graduate of the University of Oklahoma and previously worked for Phillips Petroleum Company.

Magnolia Petroleum Picks John Clark for Promotion

New assistant manager of Magnolia Petroleum Company's Exporation Division is John W. Clark, formerly chief geologist. He succeeds Henry C. Cortes, recently elevated to a Magnolia vice presidency.

Clark was an employee of Vacuum Oil Company before transferring to Magnolia in 1932. He worked with various Magnolia geological crews in Oklahoma and East Texas, then went to the general offices in Dallas in July, 1937. He was named assistant chief geologist in 1944, becoming chief geologist in 1952.

Kermac Doubles Earnings Over 1955 Fiscal Year

Kerr-McGee Oil Industries, Inc., of Oklahoma City, reports net earnings after taxes of $4,679,994 for the fiscal year ended June 30, 1956—more than twice the amount earned in 1955 and almost three times that of 1954.

Earnings per common share were $2.16, as compared to $1.20 in 1955 and $.92 in 1954.

The income figures reflect, in the words of Sen. Robert S. Kerr, chairman of the board, and Dean A. McGee, president, "successful results of the company's capital investment program."

Creole Promotes Three

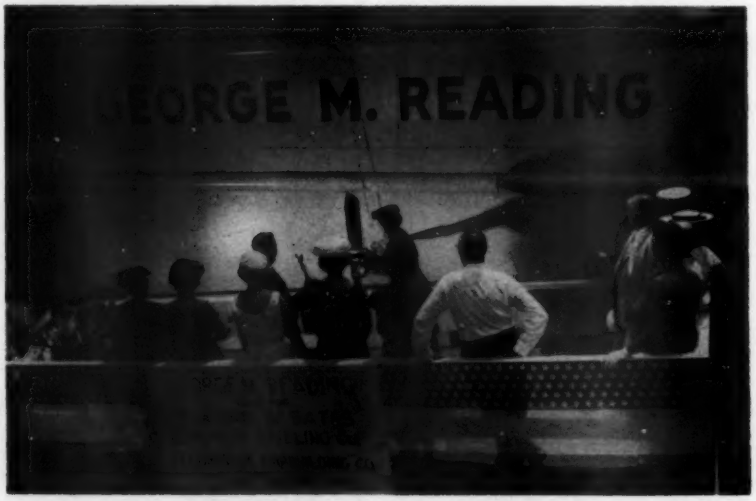
W. L. Butte and R. E. Mays join Board of Directors at Caracas to replace M. E. Jones and W. A. Greeven

Creole Petroleum Corporation has elected W. L. Butte and R. E. Mays as members of the Board of Directors, with headquarters in Caracas, Venezuela. They replace M. E. Jones and W. A. Greeven, who resigned to accept positions with the parent company, Standard Oil Company (New Jersey).

The company also elected D. E. Stines as a vice president in the New York City office. He will replace N. J. Campbell Jr., who is leaving Creole to join the Law Department of the Standard Oil Company (New Jersey).

Butte is a graduate of the University of Texas and Yale University. He practiced law in Puerto Rico and Venezuela and was the first United States citizen admitted to the Venezuelan bar. Joining Standard Oil Company (New Jersey) in 1940, he has since specialized in foreign law.

Mays graduated from Southern Methodist University in 1928 and has been a Certified Public Accountant since 1938. He joined the Creole Petroleum Corporation in 1949 as senior procedures accountant. Most recently he was manager of the Budget Department at Caracas.



Champagne recently splattered against the hulls of drilling tenders **J. W. Bates** and **George M. Reading** in twin christening ceremonies at Levingston Shipbuilding Company's Orange, Texas, shipyard. The new tenders are part of the first complete packaged offshore drilling units of tender, unitized rig, and platform ever offered by a shipyard. The vessels were named in honor of the co-founders of the Reading & Bates Drilling Company and Reading & Bates Offshore Drilling Company.

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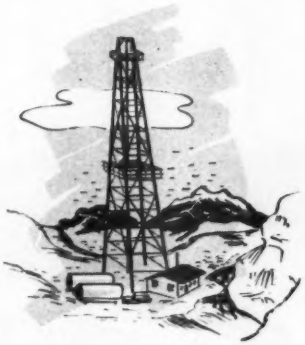
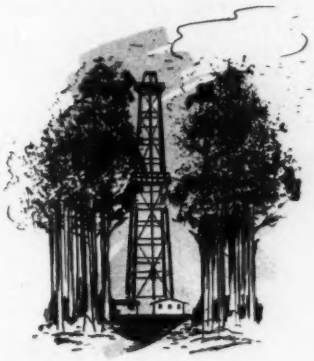
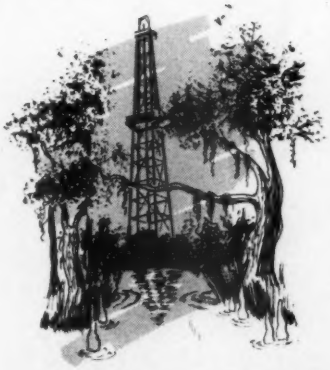
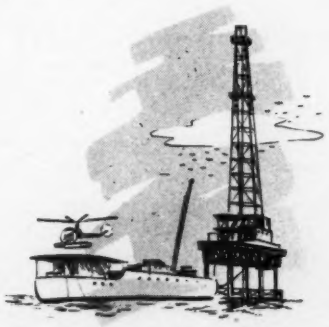




W — From the Rockies To Swamplands and — To Piney Woods Offshore Locations — E





Finding new oil is vital. By 1965 America's needs will rise 20%. To locate additional oil deposits Calco geologists explore in 21 states, searching out new reserves for your future use. This is Oil Progress!

Producing oil for more and more uses leads us to many remote locations—even to man-made "islands" in the Gulf of Mexico. Although new sources are becoming harder and more costly to find, Calco added over twice as much oil to reserves last year as we took from the ground. This, too, is Oil Progress!

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Collins' New Flotation Inversion Method Tops

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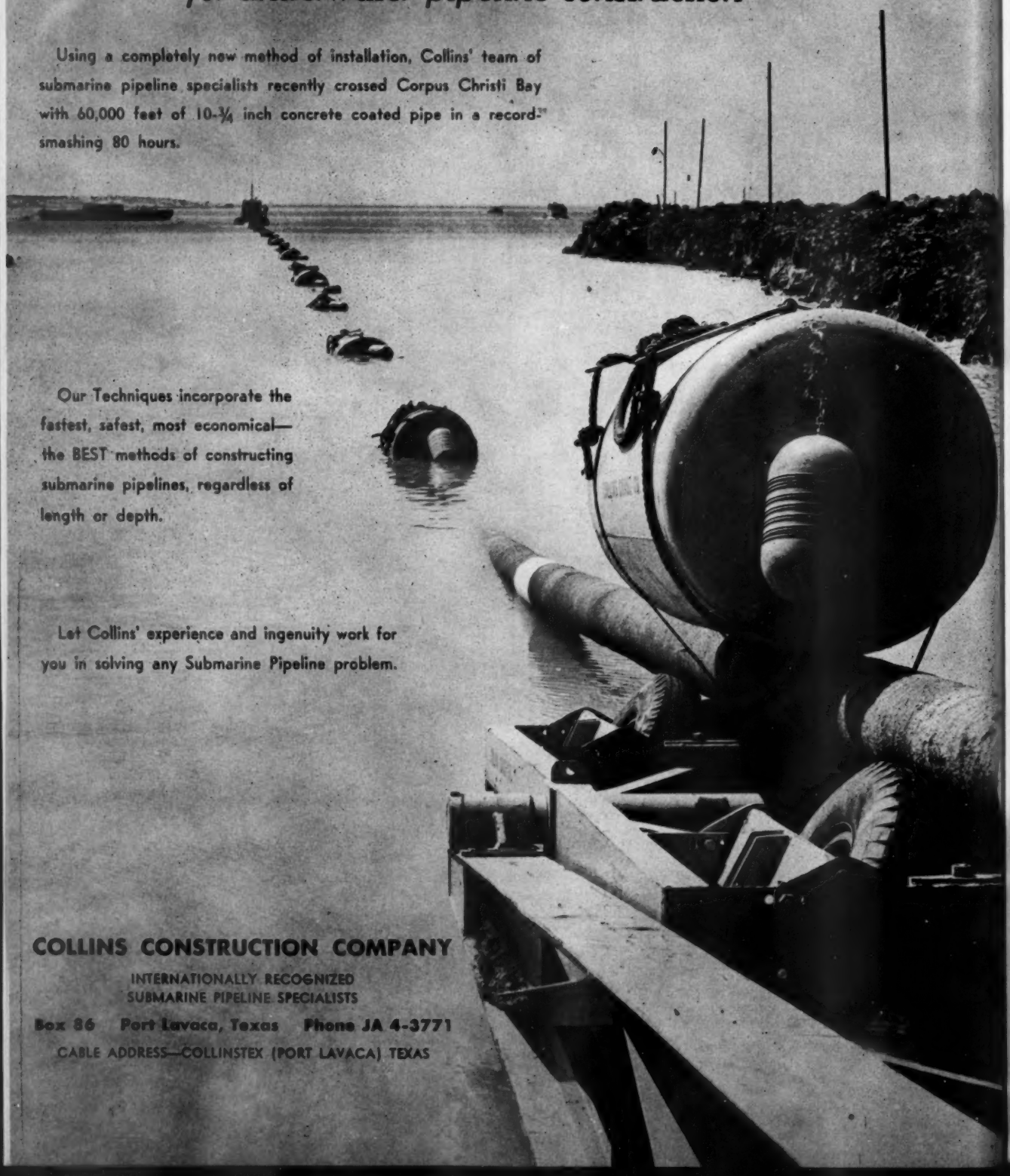

Our Techniques incorporate the fastest, safest, most economical—the BEST methods of constructing submarine pipelines, regardless of length or depth.

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Mobile Units Get A Check-Up For Insurance Purposes

Amount of insurance on a single unit is so great that many companies in several countries may share the risk

A jack is checked by J. R. Graham as part of an insurance inspection.

Obtaining insurance for a mobile unit is like obtaining life insurance for a human being — a thorough inspection is part of the routine. But there the comparison comes to an abrupt and understandable halt.

For one thing, the amount of insurance on a single unit is so great it dwarfs the usual life insurance policy. Even Liberace's fingers aren't insured so well.

For another, insurance agents for major offshore equipment coverage don't number in the thousands like those life insurance men who have been calling at your house lately. Few men in the United States are authorized by underwriters at Lloyds of London to bind and write this type of insurance—and Lloyds of London is the world's top market.

Third, the insurance on a single mobile unit is provided by many individual underwriters and companies —perhaps located in several different countries. This spreads the risk, which is immense for offshore rigs.

On the scene . . . Recently an OFFSHORE editor accompanied J. E. Pike, of Langham, Langston & Burnett, of Houston, on an inspection trip to a mobile unit off Texas. Mr. Pike is one of those few men in this country who can, at their own discretion, under authority granted under so-called "Open Covers" bind certain underwriters of Lloyds of London and certain English insurance companies to coverage totalling several million dollars.

With Mr. Pike on the trip was J. R. Graham, one of the partners in Christenson & Graham, Inc., consulting engineers and naval architects, of Pasadena, Texas. Mr. Graham was along to pass on the insurability of the unit from an engineering standpoint. Christenson & Graham is an authorized engineering representative of underwriters at Lloyds, as well as certain English companies.

Inspections of a mobile unit are like those for a life insurance policy —they range from top to bottom. In a single inspection trip Mr. Graham is likely to wipe grease from several jacks to get a closer look at

(*continued on next page*)

One of 16 yokes which transmit the load of the hull to eight legs is scrutinized by Graham. He's looking for signs of deformation in the metal plate surrounding the bolt holes. Each yoke was similarly checked. Note deformation of neoprene shock absorber directly above the bolts, due to terrific loading on jack.

On the way to inspect a mobile unit J. E. Pike, left, and J. R. Graham, right, converse with B. K. Ayers, offshore engineer for Stanolind Oil & Gas Company. Pike is one of just a few men in the U.S. authorized to bind Lloyds of London to coverage totalling several million dollars.

XUM

INSHORE

SHORELINE's new Rig No. 7 operating in West Delta Area off Louisiana.

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Insurance . . .

(*continued from preceding page*)

piping, and peer at a multitude of dials.

Units come in for a lot of inspecting; too: before they are insured; annually thereafter; and at least once every two years they must be hauled out of the water for a look at their undersides, or, in the case of those units which cannot be drydocked, a thorough inspection by divers is required.

Insuring of major offshore equipment is in the formative stage. For this reason Mr. Pike (with the assistance of Mr. Graham) originated a list of items to be checked in each inspection. (See Figure 1)

Other reasons . . . The inspections can prove highly beneficial to the operator as well as to the company doing the insuring. In one instance an inspector insisted that jacks be shop tested before the jacks were installed and the unit went on location for the first time. The tests were made, the jacks didn't work, and the corrective engineering was done in the yard—saving the operator thousands of dollars which would be spent as the result of a breakdown at sea.

Smaller items, such as a notation that an open hatch is not roped off, could save a life—or lives.

Pike, left, and Graham inspect a special type of fire hose nozzle.

Perhaps most important from the standpoint of future design is the emphasis now being placed on good piping and pumping systems for ballast. According to Mr. Graham, the ability to shift ballast rapidly and to control such shifting is essential to any sea-going vessel. Good ballast and damage control often can correct a dangerous list and save a vessel from turning over and sinking.

Mr. Graham points out that marine construction usually is based on the idea that every vessel will have at least one collision—but that most mobile units are not yet designed with that possibility in mind.

Figure 1: Check List for Mobile Unit Insurance Inspections

Structures subject to hydrostatic heads . . .
Including submersible hulls or pontoons, storage tanks, and bottom-bearing members.

Supporting members subject to action of wind and waves . . .
Including piling, supporting columns and framing, caissons, drilling deck, members subject to racking forces.

Appendages and auxiliary structures . . .
Including mooring devices and structures, helicopter decks, pontoon stowages and guides, skirts and cofferdams.

Piping . . .
Including seachests, ballast systems, vents, tank level indicating systems, compressed air, hydraulic systems, jetting systems, control system, damage control, mud system, fuel systems, and circulating water systems.

Machinery . . .
Including pumps and prime movers, hydraulic or pneumatic equipment, jacking devices, hoists and riggings, mooring and anchoring gear, remote controls, guides and locking devices, indicating gauges.

Operations . . .
Including qualification of personnel, control systems, communications, alarm systems, emergency drills.

Maintenance . . .
Including general maintenance, hydraulic equipment, and rigging and hoists.

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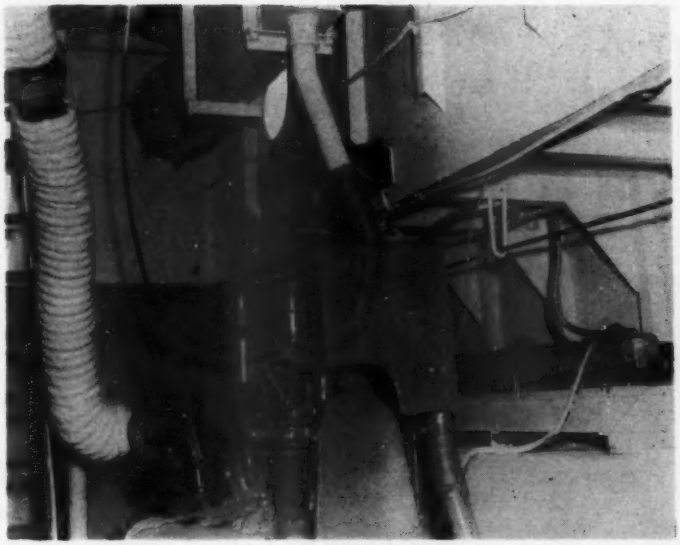

The 46-foot tug FELIX S, built by Reagan Tool Company for Freeport Sulphur Company, is powered by twin Waukesha Model 135-DKB "Turbocharged Diesels." These compact units deliver a total of 240 HP driving a 40" diameter by 30" pitch Columbian bronze propeller.

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NEW TUG FOR FREEPORT SULPHUR

Length	46'-0"
Beam	14'-0"
Molded Depth	6'-3"
Hull Plating	5/16 inch
Deck Plating	1/4 inch

Double chine construction is utilized with transverse frames of structural angles.

Bitts are installed well forward of the twin rudders for good towing control and the after deck is carried out full to the semi-transom stern in order to provide ample working and hawser stowage area.

Two winches are installed astern and can be used as accessories in the event the vessel is being used for towing or pushing.

REAGAN TOOL COMPANY, INC.

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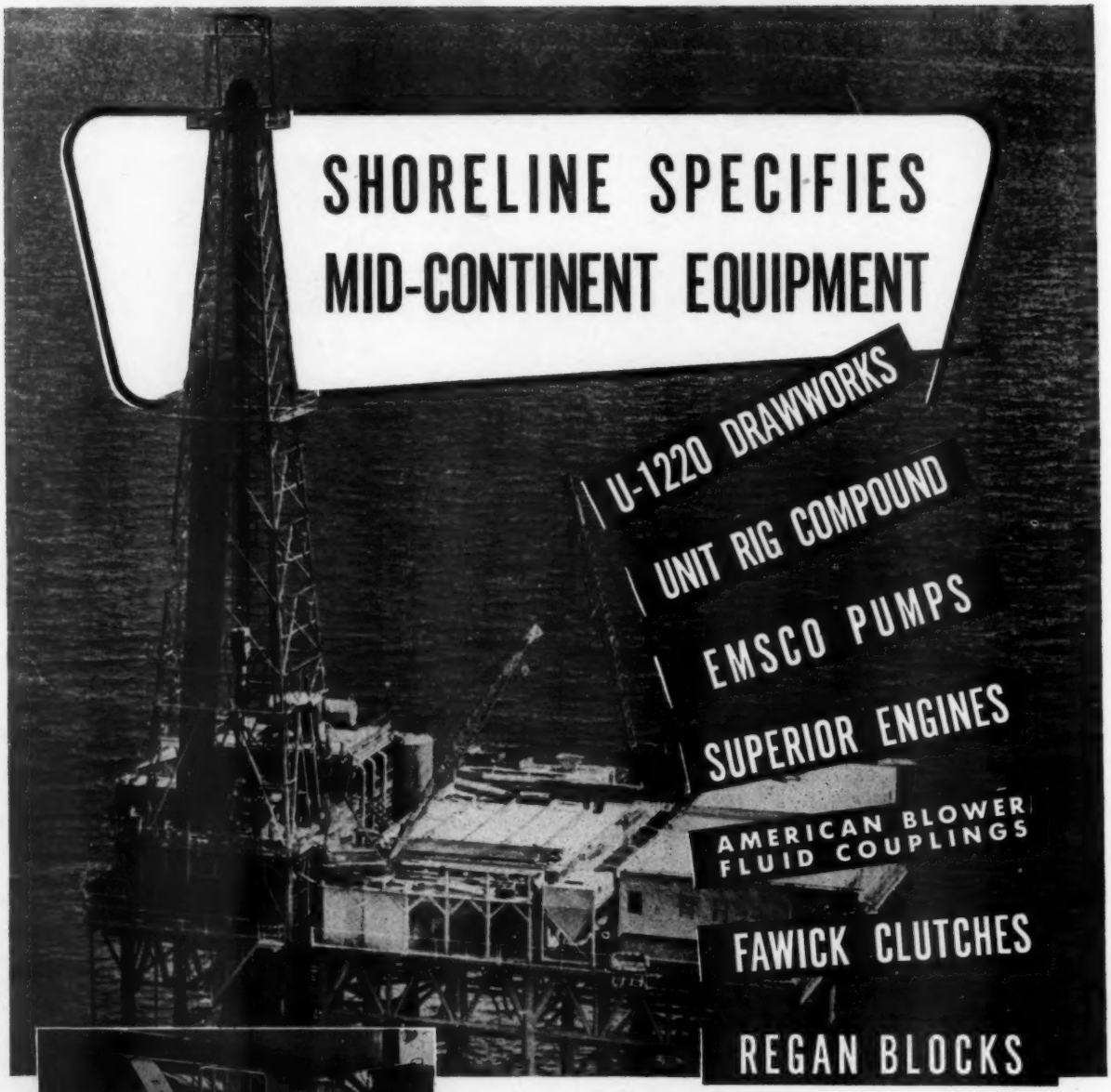

Derrick floor view of Shoreline's U-1220 drawworks and the driller's position.

Offshore drilling calls for equipment engineered to fit exact drilling requirements. Shoreline Drilling Company specified Mid-Continent equipment for their newest offshore rig, taking advantage of the advanced engineering that goes into equipment supplied by Mid-Continent Supply Company.

MID-CONTINENT Supply Company

MID-CONTINENT BLDG. FORT WORTH, TEXAS

THE WORLD'S LARGEST INDEPENDENT OIL FIELD SUPPLY COMPANY

Drilling for CATC . . .

Shoreline's Marine Rig 7

Directional tests will offset operator's '55 discovery in the West Delta Block 59 field

By DOUG MAGINNIS
Associate Publisher
Photographed by
JACK BEECH
Staff Photographer

FROM a mammonth self-contained drilling platform standing in 57 feet of water in Block 59 of the West Delta Area, off the coast of Louisiana's Plaquemines Parish, Shoreline Drilling Company of New Orleans and Shreveport has rigged up and spudded in Well A-3 for the CATC Group—the third test for the location, but the first for Shoreline's new marine Rig. 7.

CATC drilled the discovery well—West Delta Block 59 A-1, State Lease 984—with a smaller platform and tender. The well flowed 377 barrels of 36.4 gravity oil daily through a 9/64-inch choke from perforations at 12,732-36 feet. Top of pay was picked up at 12,732 feet, in the Miocene. The test went to 13,259 feet.

In January, CATC (Continental, Atlantic, Tidewater and Cities Service, with Continental the operator) completed Block 59 A-2 as a development well. The latter was a dual completion, flowing 150 BOPD at 12,874-972 feet and 302 BOPD at 13,000-04 feet. The tender and smaller platform were then pulled off the location, and CATC erected the giant 8-well platform for further development drilling.

The drillsite at sea may be reached by a 2-hour boat ride from the contractor's marine base at Empire, Louisiana, or by a 30-minute helicopter flight from either Empire or Grand Isle.

On a warm, sunny summer's morning, this writer and Staff Photographer Jack Beech boarded a Petroleum Helicopters' Sikorsky S-55 for the flight out to Rig 7. It was perfect flying weather—which meant it was ideal for taking pictures, too—so Jack rode in the co-

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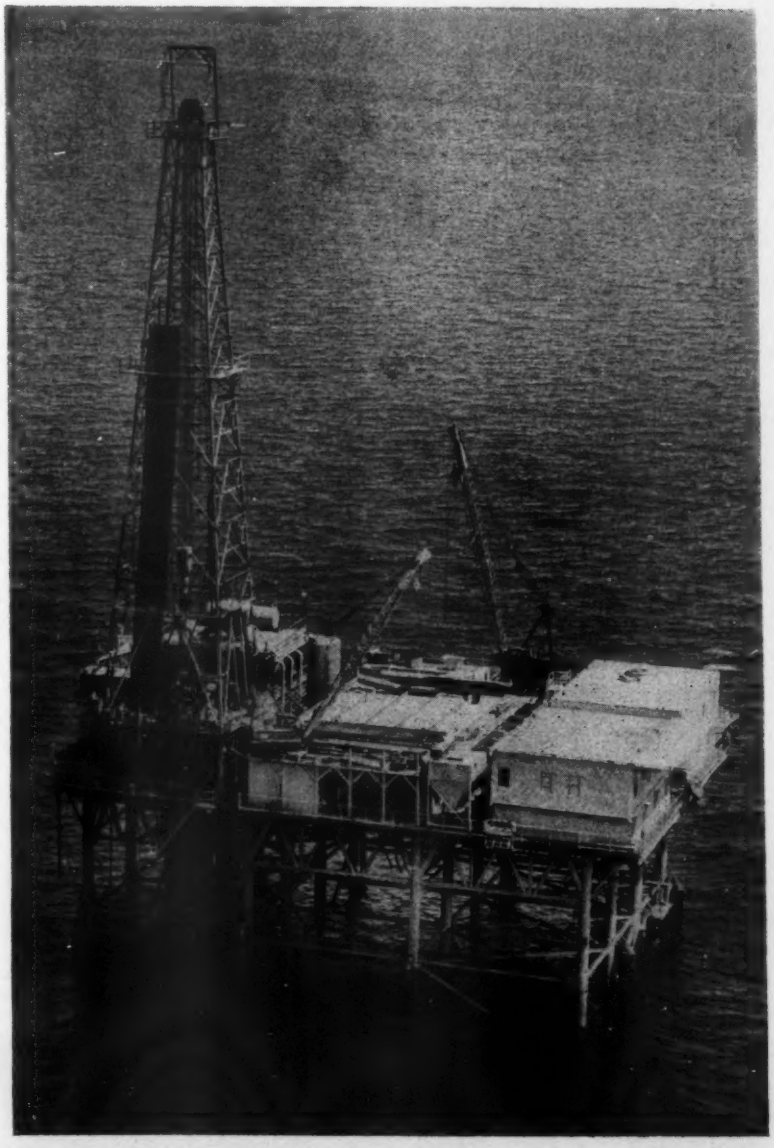
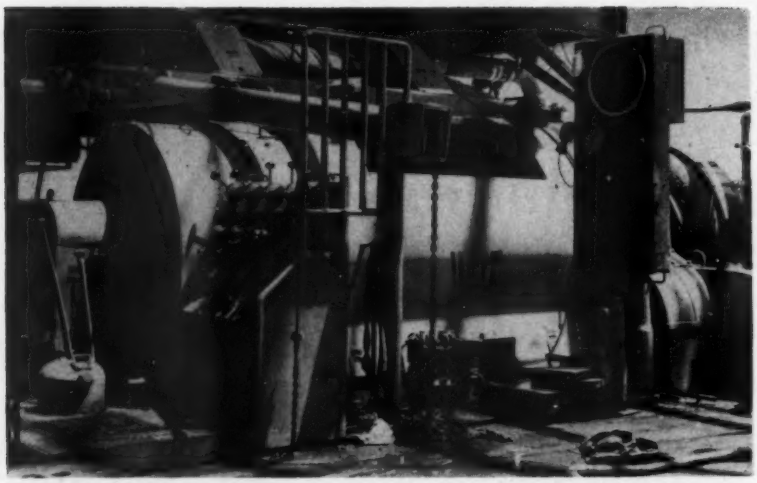


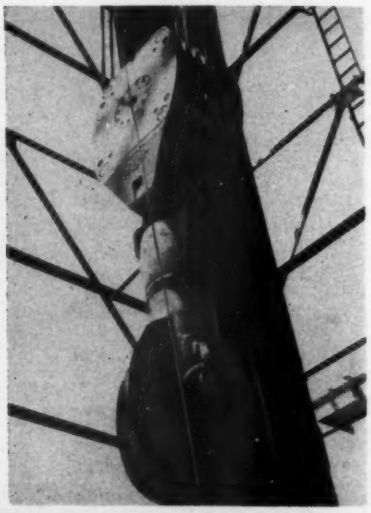
Shoreline Drilling Company's new marine Rig 7 on CATC platform in Block 59, of Louisiana's West Delta Area. Top of housing unit forms heliport.

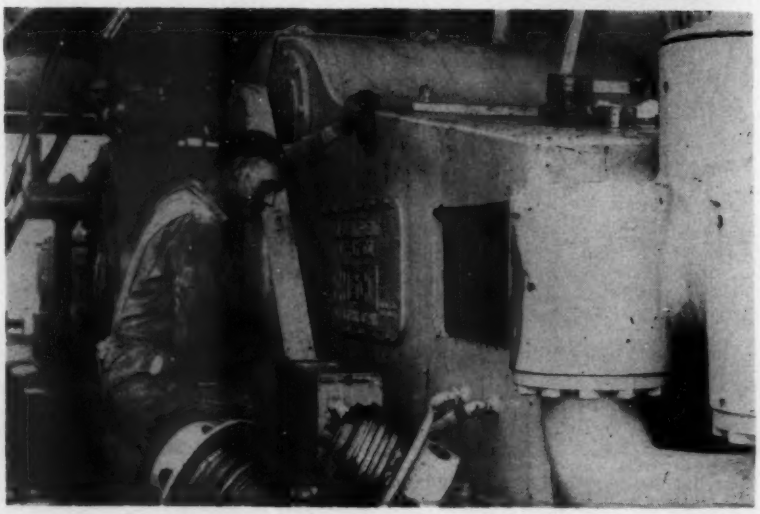


Unit Rig U-1220 drawworks is equipped with 60" hydromatic brake coring unit, American Universal Friction Breakout and Makeup Catheads. The 32¼" drum barrel has LeBus counterbalanced spooling for 1⅜" drilling line. Note protective sleeve for spinning chain, fabricated by A-1 Boiler & Machine Works.

Replacing oversized liners (above and below) with smaller liners on mud pumps after conductor pipe has been set. Rig 7 is equipped with an Emsco D-1000 and Emsco D-700 mud pump.

Traveling equipment includes 6-sheave 500-ton Regan traveling block, 450-ton Web Wilson Hydra Hook.





Shoreline's Rig 7 . . .

(*continued from preceding page*)

pilot's seat with his camera clicking most of the way.

Airborne, the 'copter flew over an area encompassing the most intense marine drilling activity in the world. Rigs dotted the sea on every side, as well as giant production platforms. After a short interval in the air, the 'copter churned down for a landing on the flight deck of the Drilling Tender **Ernie Miller** to let off a crew change for General Marine Corporation, the Harvey, Louisiana catering firm that supplies contract feeding and housekeeping for the CATC operation as well as for Shoreline's Rig 7.

Airborne again, we reached Rig 7 in just a few minutes. Since the 'copter had to fly on to Grand Isle, the pilot did not want to waste too much fuel making passes at the rig for Jack to photograph it. But he circled the Block 59 platform twice before landing, and Jack managed to click away a roll of film taking aerials of the giant offshore installation.

Details of the trip to Rig 7 had been worked out in New Orleans two weeks before, with W. H. Penn, vice-president in charge of all operations for Shoreline Drilling Company, and D. J. Wilson, the company's drilling superintendent. George Grafton, district superintendent for Continental Oil Company in Harvey, Louisiana, made the trip easy by arranging our flight out by helicopter. On hand to meet the helicopter when we landed was "Junior" Wagner, Shoreline toolpusher, and S. G. Griffin, Continental Oil Company drilling foreman.

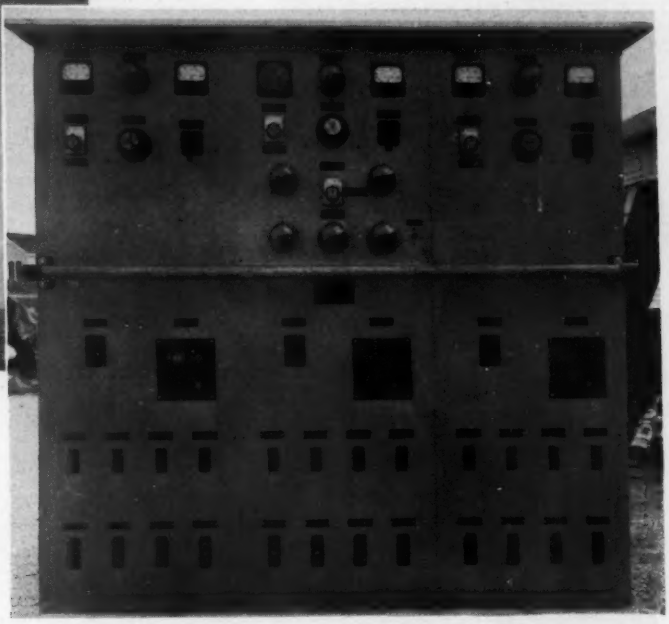
Other visitors were on hand when we arrived. Two boat loads of skin divers had tied up to the rig, and were diving beneath the platform in search of game fish in the shadowy 57-foot water. One diver quickly lost his spear and line when he tackled a 5-foot barracuda.

Packaged efficiency . . . Shoreline Drilling Company's new marine Rig 7 is a marvel of packaged efficiency. Designed and built by A-1 Boiler & Machine Works, Inc., of Harvey, Louisiana, only two lifts are required to remove the rig from an offshore platform and transport it to a new drillsite. The lifts are:

(1) The 1,000,000-lb. capacity 6-well Lee C. Moore derrick, and (2) the three-decked substructure mounting mud pumps, 2500-hp engine

(continued on page 49)

SHORELINE DRILLING COMPANY MARINE RIG NO. 7



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A-1 Salutes SHORELINE

From a self-contained platform standing in 57 feet of water off the Louisiana coast, Shoreline Drilling Company's new marine Rig 7 is making hole on its first location.

Fabricated and rigged up for Shoreline by A-1 Boiler & Machine Works, Inc., of Harvey, Louisiana, Rig 7 is capable of drilling to tremendous depths—depths restricted only by the limitations of present drill pipe and drilling methods. Yet only two lifts are required to remove Rig 7 from an offshore platform, and transport it to a new marine drillsite.

The derrick comprises one lift — and the drilling equipment, "packaged" on a three-decked substructure, is the other.

For new rig construction, for power rig and steam rig conversions to full diesel electric or semi-diesel electric, write, wire or call—

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Fillmore 1-4277

107 Shell Bldg.
New Orleans, La.

Shoreline's Rig 7 . . .

(continued from page 46)

compound, drawworks and other drilling equipment.

Mud tanks—comprising separate lifts—and the two-story housing section were placed on the platform by the operator.

Drilling equipment . . . Rig 7 is equipped with a Model U-1220 Unit Rig drawworks, rated at 2,000 hp, with a 60" hydromatic brake, coring unit, and American Universal Friction Breakout and Makeup Catheads from American Iron & Machine Works Company of Oklahoma City. The 60" drug flanges are 57" apart, and the 32¼" drum barrel has LeBus counterbalanced spooling for 1⅜" drilling line. Drilling depth for Rig 7 is restricted only by limitations of present drill pipe and drilling methods.

A special protective sleeve has been designed by Shoreline and fabricated by A-1 Boiler & Machine Works for the spinning chain.

Major drilling equipment came from Mid-Continent Supply Company's Harvey, Louisiana store. Shoreline is nearly a 100 percent Mid-Continent customer.

Power . . . Three PTDS-8 supercharged Superior diesel engines, from White Motor Company of Springfield, Ohio, furnish prime power for Rig 7. The engines, on a Model 3-A-E Mid-Continent compound, Series No. 162 with 2-pump drive, are rated 800 hp each.

Auxiliary power on the platform is supplied by three 100 kw WAKD Waukesha diesel generator sets.

Rotary, mud pumps . . . Rig 7 is equipped with an "Oilwell" 26-HD rotary; D-1000 Emsco slush pump with 2-speed transmission, skid-mounted with 3" Kinzbach 6,000-lb. relief valve and 3" by 12' vibrator hose; D-700 Emsco slush pump with 3" Kinzbach 6,000-lb. relief valve and 3" by 12' vibrator hose; and a 7" x 12" Gardner-Denver slush pump, skid-mounted with a 300 hp Caterpillar diesel engine for mud-mixing.

Traveling equipment . . . Traveling equipment includes a 6-sheave 500-ton Regan traveling block from Regan Forge & Engineering Company of San Pedro, California, 7-sheave 600-ton Regan crown block, 450-ton Web Wilson "Hydra Hook," and Type B-44 500-ton swivel from Gray Tool Company of Houston.

The 4" x 60' steel rotary hose is Chicksan SR-460, and the rubber ro-

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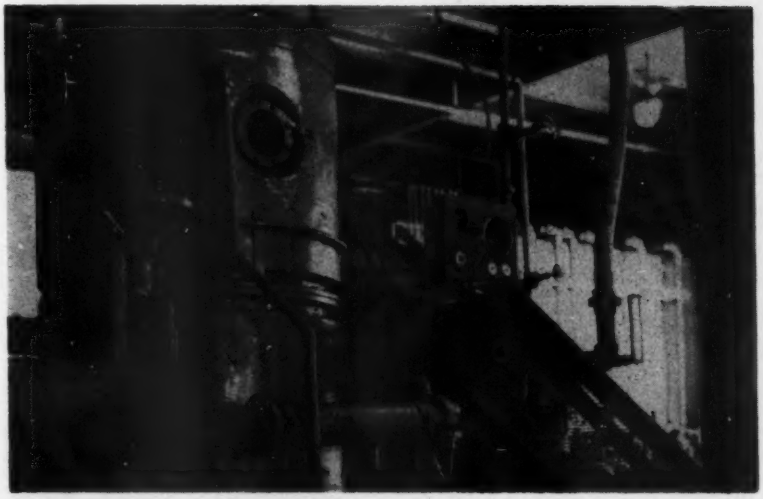
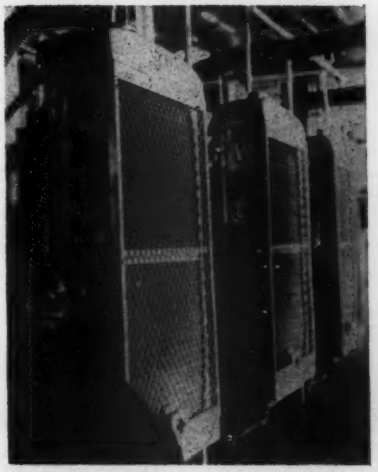
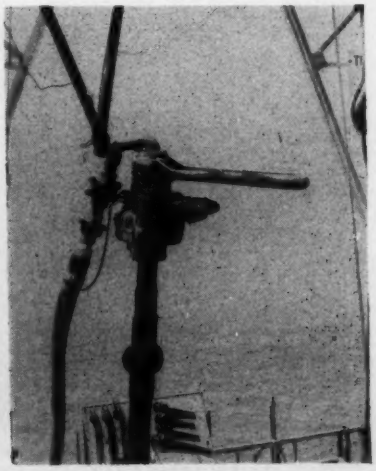
Closeup (above and right) of Unit Mariner Model 360 offshore crane. The Unit Mariner is rated 30 tons at 12-foot radius.



Mechanical Equipment Co. distillation unit aboard Rig 7. Unit makes potable water from sea water at rate of 303 gph.



Waukesha 100 kw diesel generator sets supply auxiliary power for Rig 7.



Type B-44 500-ton swivel from Gray Tool Company of Houston.

From left to right: Kenneth Chaffin, offshore superintendent for Loffland Bros. Drilling Co.; Ken W. Davis, Jr., executive vice president, Loffland Bros.; W. H. Penn, vice president, Shoreline Drilling Company; R. G. Cunningham, toolpusher, Shoreline; Bob Penn, toolpusher, Shoreline; D. J. Wilson, drilling superintendent, Shoreline; and G. E. Belanger, store manager for Mid-Continent Supply Co. in Harvey, La. Picture was taken during construction of Rig 7 at A-1 Boiler & Machine Works, Inc. in Harvey.

Above left is J. A. "Junior" Wagner, toolpusher for Shoreline on board Rig 7, and S. C. Griffin, drilling foreman for Continental Oil Co.

Below, left, Pilot Dale Hill who flew the OFFSHORE team to Rig 7. Center is Earl McManus, also with Petroleum Helicopters, and at right Doug Maginnis, associate publisher of OFFSHORE.

From left to right: M. C. "Brigham" Young, vice president, A-1 Boiler & Machine Works; Leroy Lyles, sales manager, American Iron & Machine Works Co.; Kenneth Chaffin, Loffland Bros.; and Jack Rogers, Sr., president of A-1 Boiler & Machine Works.

Shoreline's Rig 7 . . .

(*continued from preceding page*)

tary hose is from Goodall. The 1-⅜" drilling line is from American Chain & Cable Company, and the wire line guide from Patterson-Ballough.

Auxiliary drilling equipment . . . Rig 7 is equipped with a Swaco d-gasser from Salt Water Control, Inc., of Fort Worth, Texas; twin Link Belt shale shaker from the Link Belt Company; Payne accumulator type blowout preventer manifold with 6,000-psi capacity from Payne Manufacturing Company of Houston; a complete derrick lighting system from The Rig-A-Lite Company of Houston; MECO water distillation unit from Mechanical Equipment Company of New Orleans; and central control panel from McIntosh Electric Supply Company of Beaumont.

The 7¼" x 30' drill collars with 3" bore are from American Iron & Machine Works Company.

Offshore cranes . . . Rig 7 mounts two Unit Mariner Model 360 cranes designed especially for offshore use. The Unit Mariner is rated 30 tons capacity at a 12-foot radius, and deviates from conventional revolving crane designs by emphasizing strength in such important components as turntable, turntable rollers, hook shoes, A-frame, boom and boom hoist mechanism.

The Mariner is manufactured by Unit Crane & Shovel Corporation of Milwaukee.

Rigging up . . . Rigging up was nearly completed on Rig 7 when this writer and OFFSHORE's staff photographer visited the Block 59 platform. After a morning spent gathering information and taking pictures, we had lunch with Junior Wagner and S. G. Griffin.

Wagner and Griffin showed considerable displeasure that we could not spend the night, as the last "city slicker" aboard Rig 7 had taken them for fourteen dollars in a game of lowball. But deadlines being what they are, we caught the crew boat and had a pleasant 2-hour trip back to Empire, stopping by the **Ernie Miller** again on the way.

Shoreline . . . While the spudding in of Block 59 A-3 marks Shoreline Drilling Company's first venture into deep-water drilling in the Gulf of Mexico, the step was dictated by years of accumulated marine drilling experience on the part of company officials.

William H. Penn, vice-president in charge of operations for Shore-

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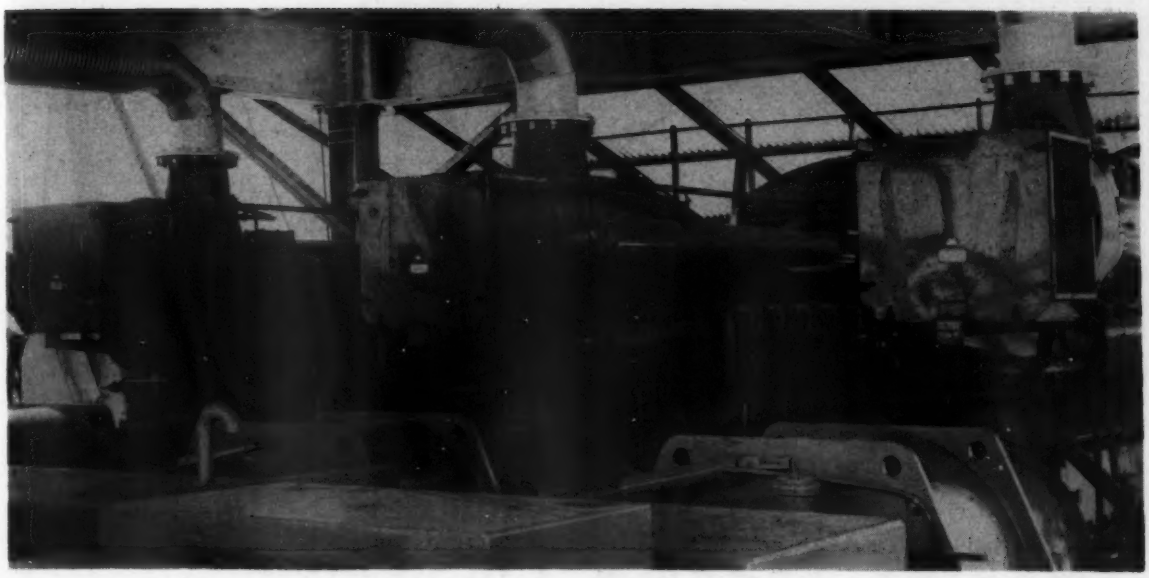

Prime power aboard Rig 7 is supplied by these 800-hp PTDS-8 super-charged Superior diesel drilling engines.

New, improved Superior

Diesel Power on Rig 7

Super-charged PTD-8's deliver up to 21 percent more hp with little increase in weight or size

Prime power for Shoreline Drilling Company's new marine Rig 7 is supplied by three PTDS-8 super-charged Superior diesel engines from White Diesel Engine Division, Springfield, Ohio.

The Rig 7 engines, representing a 21 percent increase in power with little increase in weight or size and with a major gain in economy, are rated at 800 hp each. The three Superior PTDS-8's supply a total of 2400 hp to the driller's touch as he stands at the control panel.

Important features of the new, improved Superior Diesels are:

Open chamber combustion . . . Heavy-duty construction permits use of rugged open chamber combustion, recognized as the best assurance for fuel economy in heavy-duty diesels. Design permits space for wide valve overlap with the piston at the top of its stroke. This feature allows a blast of cooling air through the entire chamber. Advanced developments in the combustion system include improved individual fuel pumps and injectors, optimum fuel spray pattern, and improved "swirl" and turbulence achieved by newly-designed contours and streamlined shapes of valve ports.

Rigid camshaft . . . For greater rigidity, diameter of the camshaft has been increased. An improved multiple strand, pre-stretched roller chain arrangement drives the camshaft. New-type idler adjustments control chain flow and prolong chain life.

Precision-machined crankshaft . . . For smoother power under all loads, crankshafts are precision machined, and statically and dynamically balanced, permitting fast acceleration and prolonging life of the engine. Smoother power flow reduces rig vibration, eliminates compound chain whip, and other disadvantages of an uneven power flow.

The engine base provides a fully-bedded, distortion-free support for the crankshaft. This eliminates engine strains imposed by a crankshaft swung from the cylinder block. Additional strengthening provides a "backbone" for producing increased power.

Cylinder block design . . . Engine inspections, maintenance, repairs and complete major overhaul can be made right on the rig. All internal parts are accessible from both sides of the block through large openings with removable covers. This makes "stand-up" servicing practical and convenient, and elim-

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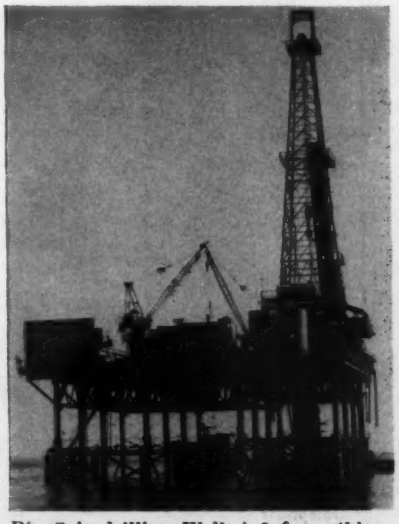

Rig 7 is drilling Well A-3 from this platform standing in 57 feet of water in the Gulf of Mexico.

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Diesel Power On Rig 7 . . .

(continued from preceding page)

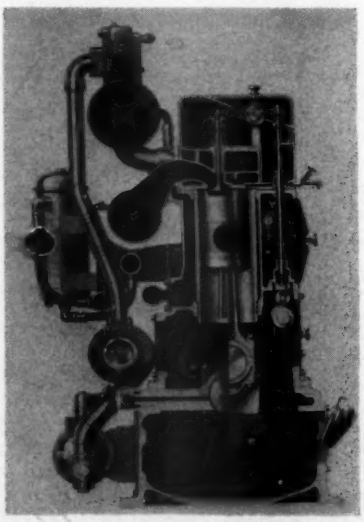
inates the necessity of getting at internal parts from the top or underneath the engine. Vertical, in-line design allows ample room between engines on multiple engine rigs.

Iron alloy pistons . . . Design includes reshaped and strengthened piston domes to provide conformance to the fuel spray pattern, greater strength, longer wearing qualities, and uniform expansion and faster heat transfer. New arrangement of four compression and two oil control rings further reduce lube oil consumption.

Forged steel connecting rods . . . For exact uniformity, connecting rods are carefully weight calibrated. H-section forgings are heat treated and precision machined. The engine's in-line design allows use of full width connecting rod bearings rigidly supported by four-bolt bearing caps.

Individual, two-valve cylinder heads . . . Each cylinder head is an individual casting. Use of only two valves in each head provides simplified rocker arm construction, fewer parts, and reduces need for replacement parts. Valve port contours and streamlined shape achieve high "swirl" to induce ideal combustion. Dry joint between cylinder head and block guarantees no water leakage at gasket surface.

Special alloy valves . . . To insure valve life, positive rotation of each valve has been provided. Both



Sectional view of White Superior "Super" PTDS-8, showing engine base supporting the crankshaft, rugged design, and other features which contribute to the excellent performance of these engines offshore.

inlet and exhaust valves are made of special alloy steel. Dual valve springs provide positive action.

Improved lubrication system . . . Increased capacity pump with improved engine drive arrangement and a new-type pressure regulating valve maintains full pressure of oil and proper lubrication in all weather and at widely varying engine speeds and loads. Engine mounted full-flow lube oil filters, and a shell-and-tube heat exchanger are provided as standard equipment. External auxiliary sump is not required.

The increased horsepower ratings of the White Superior diesels are based on continuous performance of engines equipped with all accessories including engine driven fan, and operating at 900 rpm. The Superior PTD (naturally aspirated) with 6 cylinders generates 364 hp, and with 8 cylinders, 485 hp. The Superior PTDS (super-charged) with 6 cylinders provides 600 hp, and with 8, up to 800 hp. No correction is necessary to 1500 feet elevation and 90°F.

Shoreline's Rig 7 . . .

(continued from page 50)

line, was drilling for the Ohio Oil Company in the Gulf of Mexico off Freeport, Texas back in 1948. D. J. Wilson, drilling superintendent for the company, recently retired as drilling superintendent for Shell Oil Company in charge of the Lake Louisiana division, where much of Shell's production is from marine oilfields.

J. C. Trahan, well-known Shreveport oilman, is president of Shoreline Drilling Company, and Darrel P. Miller is executive vice-president of the company.

Shoreline is currently operating eight drilling rigs. Of this number, five are marine drilling rigs, of which four are inland drill barges.

R. G. Cunningham is head toolpusher on Shoreline's new marine Rig 7, with J. A. "Junior" Wagner relief pusher.

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Recent production improvements now make possible 30 to 45-day delivery of wrought iron plates and other hot rolled products, the A. M. Byers Company reports.

Despite the critical shortage of plate, Byers, the world's largest manufacturer of wrought iron products, stated that the improvements assure delivery by November 1 on plate orders that were received before September 15.

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Below: Towboat "ALEX BARKER"
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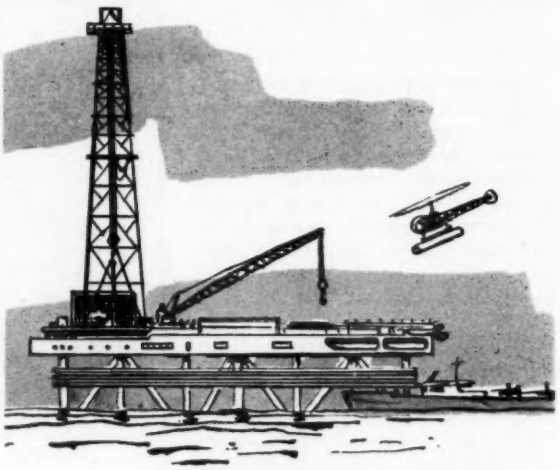

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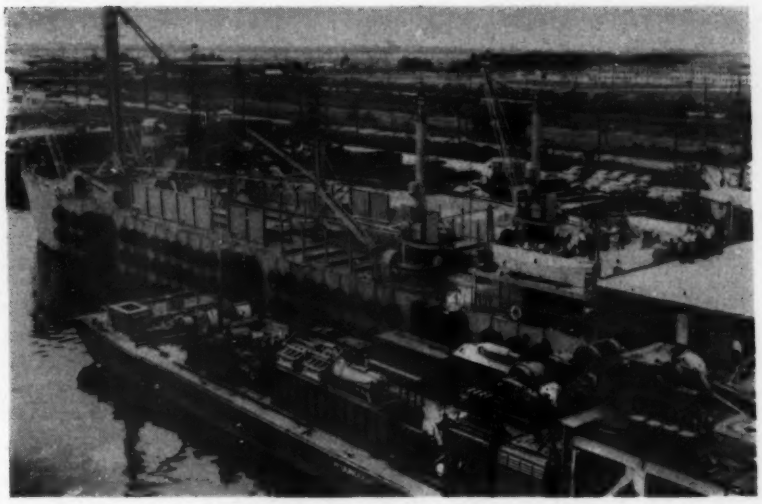

Delta Marine Drilling Corporation's new tender "Joseph Zeppa" is the first offshore rig to use AC electric power for drilling.

Delta Marine launches . . .

World's First A-C Power Tender

"Joseph Zeppa" utilizes alternating current exclusively, using eddy current couplings and squirrel cage motors

The drilling tender Joseph Zeppa, built by American Marine Corporation of New Orleans for the Delta Marine Drilling Company, is the world's first completely AC-powered offshore unit to put to sea. And part of the answer to the perplexing engineering problems of adapting AC power for such use can be found in any electrical kitchen.

The main obstacle to utilization of alternating current as main power for oil well drilling has been to get AC motors of variable speed and torque that don't need complex controls. Slip ring motors were not the answer because of their high initial cost and complex control system. The method employed aboard Delta Marine's tender was to use simple squirrel cage motors (a type found in domestic refrigerators) in conjunction with eddy current couplings.

Advantages . . . This arrangement, then, can realize maximum inherent advantages of a central AC power system.

(1) Simple electrical system—all power requirements are drawn from a common 3-phase, 440-volt, 60-cycle system.

(2) Safety—no sparking tendency such as is common to DC motor commutation.

(3) Minimum prime mover maintenance—only two main engines, plus standby unit, to service.

(4) Minimum electrial maintenance—engagement of large electrical contactors is infrequent because main motors run most of the time and squirrel cage motors have the ability to run continuously, without service, over long periods of time.

(5) Low control power requirements—only 1½ kw of DC power to run an eddy current coupling.

(6) Overload protection—torque limiting is provided by setting maximum excitation voltage on coupling, thus protecting pumps, drawworks, and engine-generator sets.

(7) Low initial cost—machinery needed to handle maximum peak load and no AC auxiliary power sys-

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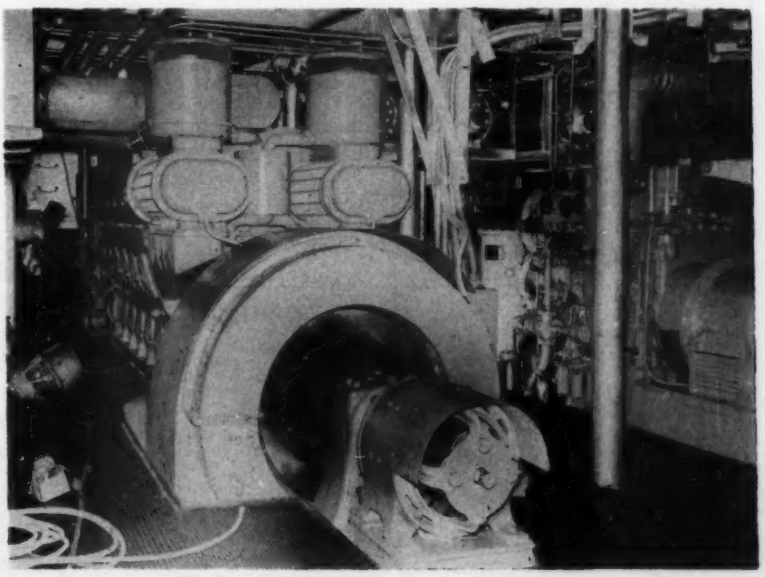

Main power plant of the "Joseph Zeppa," first large piece of offshore equipment completed by American Marine Corporation since the company changed its name from Alexander Shipyard.

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Oil, Gas, and Water Line Pipe
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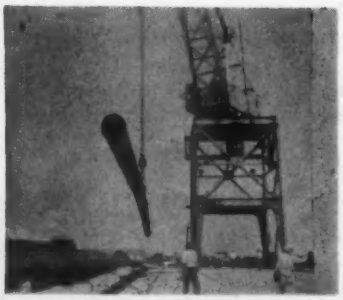
Pipe Line Repair Items



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This "dual belt impact machine," developed by Anchor-Wate, Inc., of Houston, uses twin belts travelling at high speed to spray concrete on pipe intended for submerged pipe line use. The pipe passes along a 120-foot railway while it is being coated. Shown feeding in from lower left is wire mesh for reinforcing.

For submerged pipe . . .

Fast-Moving Concrete

Two belts travelling at high speed throw concrete on pipe hard enough to actually knock voids out

Two belts travelling at close to express train speed are vital features of a method used to apply concrete to pipe lines for submerged use. Important as the belts are, they are only two of many parts of a pipe coating machine which is ingenious enough to make even Rube Goldberg gasp.

Anchor-Wate, Inc., of Houston, is owner of the equipment in point —the "Dual Belt Impact Machine." Using the machine, the company has applied more than half a million pounds of concrete on big-inch pipe in one day. In a single pass at the pipe the Anchor-Wate-developed machine can apply concrete up through 2¾-inch thick.

In addition to the high speed belts, the machine uses a 15-foot-high sand bin, conveyor screws which look like oversize wood bits and keep the ratio of sand to cement exact despite changes in coating speed, a continuous role of what looks like chicken wire, and a railroad track.

How it works . . . This is the cycle of operation for the machine:

Sand is fed into a hopper located on the ground, and is transferred by conveyor belt to a bin located 15 feet up. Beneath the bin is a gigantic screw in a trough. When the screw is turned it transports the sand out of the bin into a mixing trough. Cement is fed into the same trough by another screw. The ratio of sand to cement can be controlled by sprocket changes. Proportion of one ingredient is increased by speeding up the screw which feeds it. Because both feed screws are run off the same power drive, they always turn in ratio, despite overall speed changes.

In the mixing trough, still another screw mixes the sand and cement with water fed in under pressure. The mixed concrete falls out onto a feed vibrator which vibrates it electrically, before dropping it on the bottom sprayer belt.

When it hits the belt, action really begins. The two belts are mounted one above the other, with a slight space between them for the concrete to pass through. They travel at about 5,000-6,000 feet per minute, so the concrete that is carried between them hits the pipe hard enough to actually knock the voids out.

At the same time the concrete is being mixed and sprayed on the pipe the machine also:

1) Wraps the pipe with a continuous roll of wire screen which reinforces the concrete.

2) Rotates the pipe as it passes by the spray.

3) Controls the speed at which the pipe goes by, riding on a car travelling along a 120-foot railway.

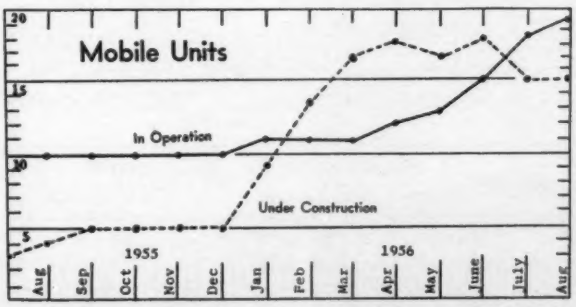
4) Smooths off the concrete after it passes the spray.

Centralized control of all operations from the machine itself provides quality control of the extremely high compressive strength coating needed for underwater pipe lines.

Mobile Units and Tenders
Gulf Coast Area

Mobile Rigs

OWNER	Name	Water Depth	Present Status
Kerr-McGee Oil Ind., Inc. 13′ x 54′ x 160′, with two 13′ x 14′ x 110′ pontoons	Rig 40	To 20′	Drilling in Block 13, South Timbalier Area for The Texas Company
Kerr-McGee Oil Ind., Inc. Hayward-Wolff Design, 13½′ x 72′ x 140′ with two 13½′ x 13½′ x 140′ pontoons	Rig 44		Drilling in Block 12, South Timbalier, for Texas Co.
Kerr-McGee Oil Ind., Inc. 142′ x 69′ x 13′ 6″, with two 10′ x 11′ x 146′ pontoons	Rig 45	35′	Drilling in Block 33 West Cameron for Phillips and Kerr-McGee
Ocean Drilling & Exploration Company Hayward-Laborde design, 132′ x 220′ x 58′	"Mr. Charlie"	40′	Drilling for Shell, Block 17, East Cameron.
Ocean Drilling & Exploration Company Hayward-Laborde design, 120′ x 180′ x 49′	"John Hayward"	22′	Drilling for self, Block 67 Ship Shoal Area.
The Offshore Company DeLong design, 8½′ x 70′ x 203′ with 12 6′ dia. caissons	Mobile Unit No. 51		Leased to Humble, at Galveston
The Offshore Company DeLong design, 13½ x 117′ x 220′, with 14 6′ dia. caissons	Mobile Unit No. 52		Drilling for J. Ray McDermott & Co., Inc., Ship Shoal Area.
The Offshore Company John Hayward design, 12′ x 74′ x 200′, with four 6′ dia. caissons and four DeLong jacks	Mobile Unit No. 53		Drilling for Humble Oil & Refining Co. Eugene Island Area
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 54		Drilling for Shell, Block 188, Eugene Island Area.
The Offshore Company DeLong design, 200′ x 104′ x 15′ with eight 12′ dia. towers	Mobile Unit No. 55		High Island Area for Atlantic.
American Tidelands, Inc. Alexander Shipyard design, 12′ x 74′ x 200′ with four pontoons	"101"		Drilling for Humble.
C. G. Glasscock Drilling Co. Bethlehem design, 15′ x 80′ x 225′	"Mr. Gus"	84′	Drilling for Shell in Block A-72, High Island Area.
C. G. Glasscock Drilling Co. Bethlehem design, deck 258′ x 104′, pad 200′ x 180′ with four 10′ dia. columns	Unnamed Rig 12	To 125′	Being built by Bethlehem at Beaumont
Southeastern Drilling Co. Friede & Goldman design, 11′ x 90′ x 156′ with four pontoons	Rig 22, Barge 8		Under construction at Avondale Marine Ways, Inc. of New Orleans
Zapata Off-Shore Company LeTourneau design, 20′ x 80′ x 140′, with three triangular legs	"Scorpion"	43′	Drilling for Standard of Texas, Block 104 (L) off Galveston
The California Company 11′ x 90′ x 156′ with four 3′ x 10′ x 35′ pontoons	S-44		Main Pass, The Offshore Co., contractor
The California Company 11′ x 90′ x 156′, with four 3′ x 10′ x 35′ pontoons	S-45		South Pass Block 41, Rowan Drilling Co., contractor
The California Company 12′ x 90′ x 190′, with four 4′ x 24′ x 50′ pontoons	S-55		Shut down for repairs.
John W. Mecom Floating drydock, 220′ x 78′ x 48′	"Ed. Malloy"		Block 45, West Cameron Area



Graph showing increase in mobile units operating and being built, from August, 1955 to August '56

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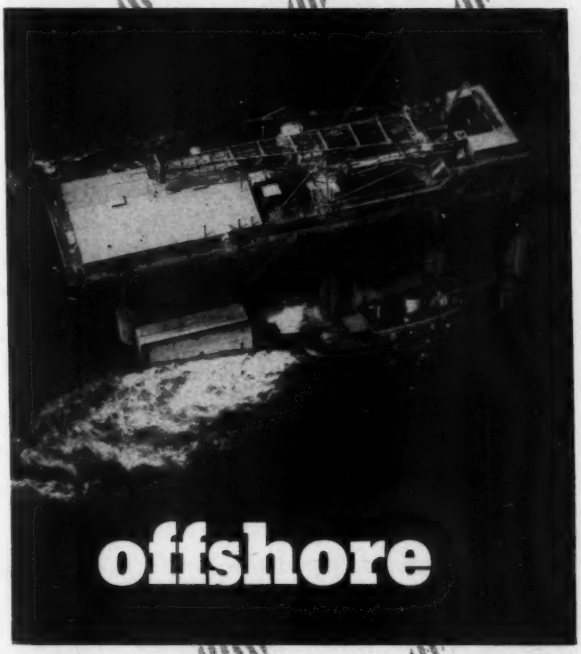

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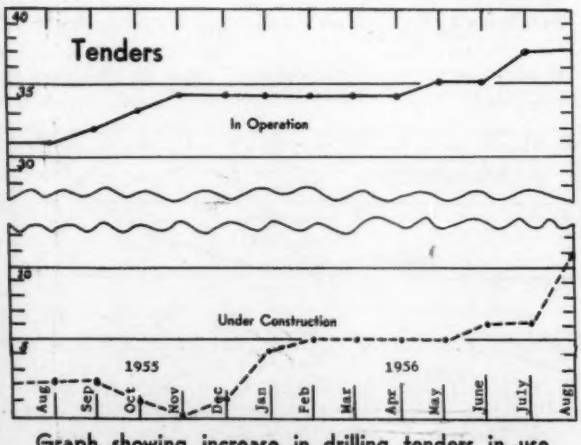
Magnolia Petroleum Co. (Drill barge on piling)	Rig 52	24′	Block 46, Main Pass Area
Morris & Hamilton, Inc. Christenson & Graham design, 230′ x 99′ with 54′ between fixed hulls	"Carter Mart"	To 35′	Drilling off Louisiana
Penrod Drilling Company California Company design, 150′ x 190′	Unnamed	To 70′	Being built by Bethlehem Shipyard, Beaumont
Delta Offshore Drilling Co. Friede & Goldman design, 156′ x 90′	Unnamed	To 25′	To be built by Avondale Marine Ways, New Orleans
Coral Drilling Company Friede & Goldman design, 180′ x 151′ x 84′ with four pontoons	"Mr. Arthur"	To 70′	To be built by Alabama Dry Dock, Mobile, by the end of 1956
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 46	To 70′	Being built by Ingalls Shipbuilding, Pascagoula, Miss.
Kerr-McGee Oil Ind., Inc. Design not reported	Rig 47	To 70′	Being built by American Bridge, Orange, Texas
Placid Oil Co. Twin submersible hulls, each 72′ x 178′	Unnamed	To 100′	Being built by Levingston at Orange
Ocean Drilling & Exploration Company ODECO design 200′ x 300′ x 93′	"Margaret"	To 65′	Under construction at Alabama Drydock Co., Mobile, to be delivered November, 1956
Ocean Drilling & Exploration Company 120′ x 180′ x 50′	"St. Louis"	To 30′	Under construction at American Marine Corp, New Orleans. To be delivered September, 1956.
Louisiana Offshore Drilling Company Friede & Goldman design, 180′ x 151′ x 12′	Not announced	To 65′	To be built by Ingalls
Trahan Exploration, Inc. Friede & Goldman design, 66′ x 136′ x 180′	"Mr. Bob"	To 50′	To be built by American Bridge, Orange, Texas
Delta Marine Drilling Co. Hayward-type submersible	Not announced	To 30′	Being built by American Marine Corp., at New Orleans
Zapata Off-Shore Company LeTourneau Design. 194′ x 152′ overall. Three 145-foot legs.	Unnamed	To 80′	Being built by LeTourneau at Vicksburg, Mississippi. Expected early in 1957

Drilling Tenders

OWNER	Name	Water Depth	Present Status
CATC:			
Continental Oil Co., Atlantic Refining Co., Service Production Co. New tender, 260′ x 54′	"J. C. Craig"	50′	**Tidewater Oil Co., Cities** Block 192, West Cameron, Well E-1
Same Companies as above New tender, 260′ x 54′	"Carle Sharp"	72′	Block 192, West Cameron, Well B-2
Same Companies as above New tender, 260′ x 54′	"Ernie Miller"	50′	Block 45 West Delta, Well A-1
Same Companies as above New tender, 260′ x 54′	"Jack Cleverley"		Block 28 Grand Isle, Well A-1
Same Companies as above New tender, 260′ x 54′	Unnamed		To be built by Levingston Shipbuilding Co., Orange
The California Company Converted LST, 328′ x 50′	S-21	85′	East Cameron Area, Block 160, Noble Drilling Co.
The California Company Converted LST, 328′ x 50′	S-22	38′	**Bay Marchand, La.,** Loffland Bros. rig
The California Company Converted LST, 328′ x 50′	S-23	36′	Bay Marchand, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-24	50′	West Delta, Louisiana, Noble Drilling Co.
The California Company LST, 328′ x 50′	S-25	25′	Main Pass, Louisiana, Loffland Bros. rig

(continued on page 60)



Graph showing increase in drilling tenders in use and under construction, August 1955 to August '56.

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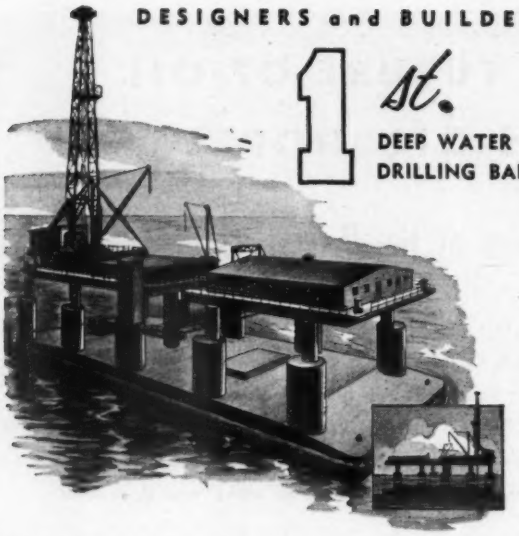

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Drilling Tenders

(continued from page 58)

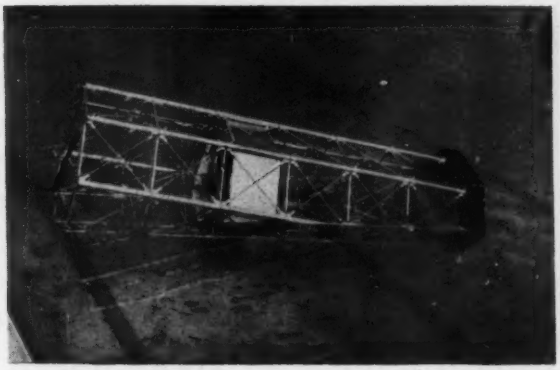
The California Company LST, 328' x 50'	S-26	60'	South Pass, Louisiana, Loffland Bros. rig
Gulf Oil Corporation Converted LST, 328' x 50'	"Eagle"	103'	Block 128, South Timbalier Area
Gulf Oil Corporation New tender, 272' x 60'	"Pelican"	45'	Block 130 Ship Shoal Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-1	20'	Moving to Pensacola Bay, Fla.
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-2	60-65'	South Timbalier
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-3	50'	High Island Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-4	40-50'	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-5		Drydock, Alabama Shipyard
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-6		Drydock, Todd Shipyards, New Orleans
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-7	40-50'	Grand Isle Area
Humble Oil & Refining Co. Converted LST, 328' x 50'	ST-8	35-45'	Pelican Island
(Four LST's are being converted for Humble by Levingston at Orange)			
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Kermac I" Rig 16		Drilling for Standard of Texas at Aransas Pass
Kerr-McGee Oil Ind., Inc. New tender, 250' x 50'	"Kermac II" Rig 43		In Morgan City slip, waiting on location
Kerr-McGee Oil Ind., Inc New tender, 250' x 50'	"Kermac III" Rig 48		Drilling for CATC, Block 56, West Delta Area
Kerr-McGee Oil Ind., Inc. Converted YF, 260' x 48'	"Frank Phillips" Rig 39		Drilling in Block 253, Galveston Area, for Humble
Phillips Petroleum Company Converted YF, 260' x 48'	"K. S. Adams" Rig 40	27'	Bay Marchand, Block 4
MCN GROUP:			
Magnolia Petroleum Co. Continental Oil Co.			
Newmont Oil Co. Converted YF	MDT-1	23'	Block 89, Eugene Island Block 110 Field, Well K-1
MCN Group Converted YF	MDT-2	18'	Block 54, Ship Shoal Area, Well B-1, Wildcat
MCN Group Converted YF	MDT-3	32'	**Block 46, West Cameron** Area, Well A-2, Shut **down for dispute**
MCN Group Converted YF	MDT-4	54'	Block 117, Ship Shoal, Block 113 Field, Well D-1
MCN Group Converted YF	MDT-5	25'	Block 46 Vermilion Area, wildcat, Well A-1
MCN Group Converted YF	MDT-6		Block 125, Eugene Island, Well E-2, Work-over job
MCN Group Converted YF	MDT-7		Rig shut down pending drilling permit; in disputed zone
Pure Oil Company Converted LST, 328' x 50'	"R. W. McIlvain"	40'	Levingston Shipyard, Orange, Texas
Zapata Off-Shore Company Converted YF, 260' x 48'	"Nola No. 1"		Drilling for CATC, Block 193 East Cameron Area
Llano Drilling Company New tender, 260' x 54'	"Clayton G. Dorn"	55'	Block 149, Ship Shoal, for Forest Oil Corporation
Union Oil Co. of California Converted LST, 328' x 50' Chartered from Stanolind	"Stanolind 50"		Block 26, Vermilion Area, Loffland Bros., contractor
Reading & Bates Offshore Drilling Company	"J. W. Bates"		Drilling off Cameron Parish for CATC
Reading & Bates Offshore Drilling Company	"George M. Reading"		Being built by Levingston, expected in November, 1956
The Murmanill Corp. Converted tanker, 306' x 48'	"Murmanill I"		Leased to Dixilyn Drilling Corp., drilling for Gulf Oil, Bay March, Block 6
Delta Marine Drilling Co. Converted LST, 326' x 50'	"Joseph Zeppa"		**Completed by American Marine Corp., New Orleans**
Deepwater Exploration Co. Converted LST, 328' x 50'	"Deepwater No. 1"		Block 39, East Cameron Area
Coastal-Marine Drilling and Construction Corp. New tender, 272' x 56'	Not announced		To be built by New York Shipbuilding Corp., Camden, New Jersey
Southeastern Drilling Co. Converted YF	Rig 12, Barge 9		Being converted at Avondale Marine Ways, New Orleans
Magnolia Petroleum Co. (Converted YF)	Not announced		Being converted at Avondale, New Orleans

Self-Contained Platforms

Company	Description	Year Built	Location	Depth of Water
CATC:	106' x 220'	1955	Block 47 Grand Isle, La.	95'
Continental Oil Co., Atlantic Refining Co., Tidewater Oil Co., Cities Service Production Co.				
Same companies as above	110' x 146'	1956	Block 43 Grand Isle	112'
Same companies as above	110' x 146'	1956	Block 40 Grand Isle	82'
Same companies as above	110' x 146'	1956	Block 59 West Delta	56'

(continued on page 83)

FLOATING HORIZONTALLY on site, a Kirby Tower is supported by tanks near its center and in its base. Model, above, is of a tower for 115 feet of water, measuring 80′ x 80′, and 15 stories high.



BEGINNING DESCENT, the base tanks of the tower are filled with water so that the entire structure will pivot about upper tanks, which remain filled with air while the tower assumes a vertical position.

Tanks make possible

Mobility For A Platform

Backers of Kirby Marine Tower say structure design provides easy portability, cost savings, flexibility

Easy portability, cost savings, and flexibility as to both use and water depth are all features claimed for the Kirby Marine Tower by John A. Kirschke of Kirby Development Corporation, Boerne, Texas.

The Kirby Tower is said to combine an unusual type of platform construction with the maneuverability and other advantages of a submersible mobile unit. A Kirby Tower consists basically of a platform equipped with flotation tanks which enable the structure to be placed, removed, and moved to a new site with a minimum of marine equipment.

Using this fundamental concept Kirby Development Corporation has designed towers for tender-platform drilling, well support, and self-contained platform operations.

The Kirby Tower design has not yet been tried offshore, although it has been around for some time. The Kirby Tower is the outgrowth of work begun by its inventor, the late George L. Kirby, in 1942. Patent rights were granted in U.S. Patent 2,422,168 on June 10, 1947, and other patents are said to be pending.

The big pivot . . . The ease with which a tower could be placed, withdrawn, and moved is a principal advantage of the Kirby Tower, according to its backers. The towers would be salvageable to an unusual degree, and expensive derrick barges virtually eliminated in placing a tower, they say.

Floatation tanks on a tower are spaced so as to float it in a horizontal position. Unlike ordinary platforms, which usually are taken to location upright, the Kirby Tower can be barged or floated horizontally to location. This is less hazardous than the upright transportation method. If taken on a barge, a tower can be launched sideways by tilting the barge, and no derrick barge is required for placement. Once the tower is floating horizontally on the site the floatation tanks in the base of the tower are filled with water and sink. This causes the tower to pivot about the upper floatation chambers, which remain filled with air.

After the tower reaches a vertical position the upper tanks are filled with water and the unit descends to the bottom at a controlled rate.

To remove the tower the reverse procedure would be used. Jetting action could loosen the base, then water would be pumped out of the upper floatation tanks to float the unit free of the bottom. By leaving the water in the base tanks the unit would be kept in an upright position

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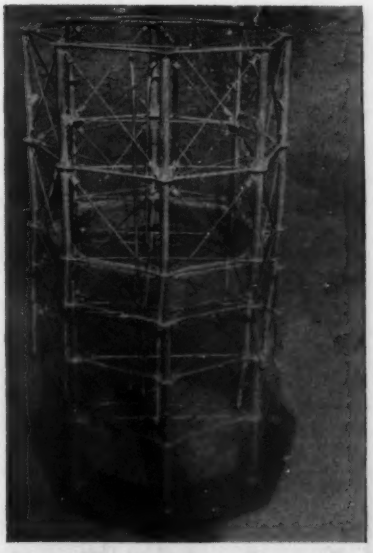

ON BOTTOM, after the upper tanks were filled with water and the unit descended straight down, the Kirby Tower is ready for placing of decks.

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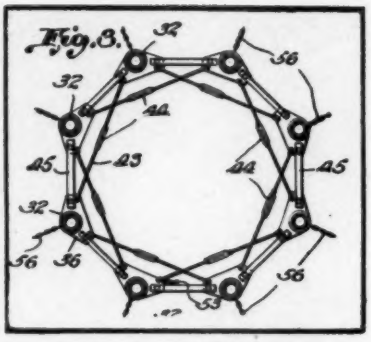

Cross-section of Kirby Tower

Mobility For A Tower . . .

(*continued from preceding page*)

and could be towed in that position —drilling equipment and all—to a nearby drill site.

Structural design . . . Although the control tanks are the salient feature of the Kirby Marine Tower, the design is also unique in its arrangement of bracing. Unlike conventional platforms, the towers are not rectangular in horizontal cross-section but ordinarily would be almost circular. Kirby Towers designed to date are octagonal in horizontal cross-section. The eight uprights have horizontal compression members placed between them around the circumference of the tower. One set of tension members connects each of four uprights as if they were corners of a square. The other four uprights are connected similarly.

Base to deck . . . The base of the tower can be of almost any shape. Most tower designs worked out to date have had bases shaped like a donut, with the central section vacant for conductor casing. A slot cut through one side of the donut permits placing of the tower over a well support. Bearing area of the base could be increased simply by enlarging the base—either outwardly or inwards toward the center. The donut-shaped base with skirts would increase the ability of the tower to resist overturning forces and scouring action.

The working decks on a tower would be placed after the tower is securely located on site. But as the tower is moved from location to location the decks could remain in place. They may be of whatever size or shape needed.

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XUM

A KEY TO: Classifying Mobile Units

By RICHARD J. HOWE and BRUCE G. COLLIPP
Shell Oil Company, Houston

Such a large number of mobile units are now either in operation, under construction, or announced, that it has become difficult for even the companies actively engaged in offshore work to keep abreast of the many details. Therefore one of the purposes of the present paper is to condense, in a single reference, most of the information available on various designs.

Because a uniform method for classifying mobile units has been presented in detail in a previous paper, only a brief summary will be given here. Also, the advent of coring and drilling ships on the Pacific Coast creates the need for an additional category. Figures 1 and 2 summarize the method used to classify all mobile units.

Classification by amount of equipment . . . It is possible to divide mobile units into two classes depending upon how much equipment is located on the unit proper. Except for one recently announced design, all mobile units are self-contained in that all drilling equipment, including quarters, is built into the unit. The other possibility is to locate only the derrick, drawworks, engines, and perhaps a circulating mud pump on the mobile unit, and use it in conjunction with a drilling tender containing the pipe racks, mud pumps, mud pits, mud storage, water storage, crew quarters, etc. This arrangement may be called a tender-type mobile unit. Although tender-type mobile platforms have not been utilized to date, a great majority of the world's offshore wells have been drilled from tender-type fixed platforms.

Classification by method of installation . . . Another convenient means for classifying mobile units is by their method of installation. They fall into four classes, as follows:

1) FIXED DECK UNITS—During installation these units maintain a fixed relationship between the support hull which is being submerged and the drilling deck. Generally, some type of auxiliary buoyant members, such as pontoons or bearing feet, is used to maintain stability after the support hull is submerged.

2) ELEVATING DECK UNITS—This type of mobile platform moves onto location with the drilling deck floating, establishes vertical capacity from the soil by means of piling or bearing plates, and elevates the deck to the desired height above water.

3) ELEVATED DECK UNITS—The installation of units of this type is similar in every respect to that of the elevating deck units except that the drilling deck remains in a constant elevation during the entire installation procedure. In these cases the deck is carried by a barge which is sunk for bearing support purposes or by barges or auxiliary members which are completely removed after installation.

4) FLOATING-TYPE UNITS — The recent utilization of anchored ships for coring and drilling work in California coastal waters has necessitated the addition of this category. It applies to all platforms which remain floating during drilling operations.

Classification by method of support . . . The final means which may be used to differentiate between mobile designs is to divide them according to their method of soil support. The four possibilities are:

1) PILING SUPPORT

2) HULL SUPPORT

3) PILING PLUS HULL SUPPORT

4) ANCHOR SUPPORT

These are self-explanatory; however, it has become difficult to classify exactly some of the intermediate cases, such as hull support units which have mud fins or vertical planes extending into the soil. In these instances it is sufficient to identify only the major means of support.

Present designs . . . A summary of all mobile units in operation, under construction, or announced, as of July 1, 1956, is presented in Table 1. All of the information is subject to change, since even the units which have been in operation for a number of years are still being modified. Also, the depth ranges quoted are approximate and depend upon the design criteria used, location, soil conditions, time of year, and many other variables.

THE AUTHORS

Richard J. Howe received his Ph.D. degree in mechanical engineering at the University of Minnesota in 1953, after serving three years there as an instructor. He joined Shell Oil Company's Technical Services Division in Houston then, specializing in offshore engineering for two years. At present he is on active duty with the United States Air Force at Wright Air Development Center, Dayton, Ohio. He is on a military leave of absence from Shell.

Bruce G. Collipp received his Bachelor of Science degree in Marine Transportation from Massachusetts Institute of Technology in 1952, going from there to two years of service aboard a Lykes Brothers Steamship Company ship as an engineering officer. Later, he returned to M.I.T. as a teaching assistant to do work for a Master of Science degree in naval architecture and marine engineering. He received his Master's in 1954. Since that time he has been with Shell Oil Company at Houston.

Excerpt from a paper, "Offshore Mobile Units—Present and Future," prepared by Mr. Howe and Mr. Collipp for the ASME Petroleum Mechanical Engineering Conference held September 23-26 at Dallas, Texas.

Design Features of 36 Mobile Units . . .

Order of Data — OWNER—Name of unit; builder; year; water depth; design features; where operating.

AMERICAN TIDELANDS, INC.—**Rig 101;** Alexander, 1955; 40′; IB-IIA3-IIIB; Gulf of Mexico.

BRITISH-FRENCH CO.—Not announced; Dusseldorf, Germany, 1957; 100′; IB-IIB1-IIIA. Persian Gulf.

THE CALIFORNIA COMPANY—**Rig S-44;** Alabama Dry Dock, 1954; 20′ IB-IIA5-IIIB; Gulf of Mexico. **Rig S-45;** Avondale, 1956; 25′; IB-IIA5-IIIB; Gulf of Mexico. **Rig S-55;** Avondale, 1956; 75′; IB-IIA5-IIIB; Gulf of Mexico.

CORAL DRILLING COMPANY—**Mr. Arthur;** Alabama Dry Dock, 1956; 70′; IB-IIA5-IIIB; Gulf of Mexico.

DELTA OFFSHORE DRILLING COMPANY—Not announced; Avondale, 1956; 25′; IB-IIA5-IIIB; Gulf of Mexico.

C. G. GLASSCOCK DRILLING CO.—**Mr. Gus;** Bethlehem, 1954; 100′; IB-IICI-IIIC; Gulf of Mexico. **Rig 12;** Bethlehem, 1957; 125′; IB-IICI-IIIC, Gulf of Mexico.

HUMBLE OIL & REFINING COMPANY—No name, Builder not announced, 1957; 70′; IA-IIC2-IIIA; Gulf of Mexico.

KERR-McGEE OIL INDUSTRIES, INC.—**Rig 40;** Alexander, 1949; 20′ IB-IIA4-IIIB; Gulf of Mexico. **Rig 44;** Ingalls, 1954; 40′ IB-IIA4-IIIB; Gulf of Mexico. **Rig 45;** Ingalls, 1955; 35′ IB-IIA4-IIIB; Gulf of Mexico. **Rig 46;** Ingalls, 1956-57; 70′; IB-IIA4-IIIB; Gulf of Mexico. **Rig 47;** American Bridge, 1956-7 70′; IB-IIA6-IIIB; Gulf of Mexico.

LOUISIANA OFFSHORE DRILLING CO.—Not announced; Ingalls, 1957; 65′ IB-IIA5-IIIB; Gulf of Mexico.

JOHN W. MECOM—**Ed Malloy;** Levingston, 1956-7; Not announced; IB-11A6-IIIB; Gulf of Mexico.

MENE GRANDE—**Rig No. 12;** Levingston, 1956; 25′ IB-IIBI-IIIA. Lake Maracaibo, Venzuela.

MONTEREY, HUMBLE, & SEABOARD—Not announced; Healy-Tibbetts, 1956; 90′; IB-IIBI-IIIA; Gulf of Mexico.

OFFSHORE DRILLING & EXPLORATION CO.—**Mr. Charlie;** Alexander, 1954; 40′ IB-IIA2-IIIB; Gulf of Mexico. **John Hayward;** Alexander, 1955; 25′; IB-IIA2-IIIB; Gulf of Mexico. **Margaret;** Alabama Dry Dock, 1956; 65′; IB-IIAI-IIIB; Gulf of Mexico. **St. Louis;** Alexander, 1956; 30′; IB-IIA2-IIIB; Gulf of Mexico.

THE OFFSHORE COMPANY—**Rig No. 51;** Consolidated Western, 1954; 50′ IB-IIBI-IIIA; Gulf of Mexico. **Rig No. 52;** Consolidated Western, 1955; 100′; IB-IIBI-IIIA; Gulf of Mexico. **Rig No. 53;** Alexander, 1955; 40′; IB-IIA2-IIIC.; Gulf of Mexico. **Rig No. 54;** American Bridge, 1956; 100′; IB-IIB1-IIIA; Gulf of Mexico. **Rig No. 55;** American Bridge, 1956; 100′; IB-IIB1-IIIA; Gulf of Mexico.

PENROD DRILLING COMPANY—Not announced; Levingston, 1955; 30′; IB-IIA6,IIIB; Gulf of Mexico. Not announced; Bethlehem, 1956-7; 70′; IB-IIC1-IIIC; Gulf of Mexico.

PLACID OIL COMPANY—Not announced; Levingston, 1956-7; 100′; IB-IIA1-IIIB; Gulf of Mexico.

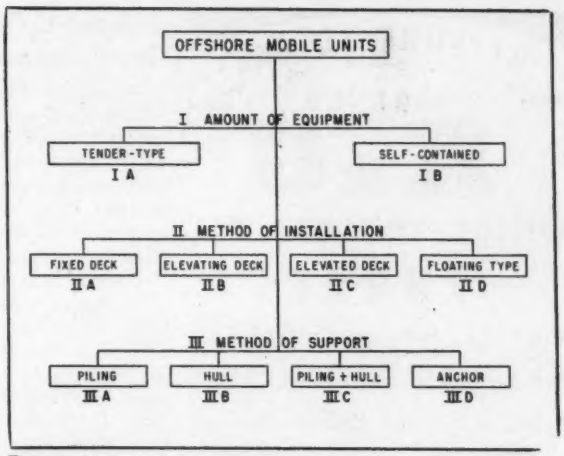

Figure 1

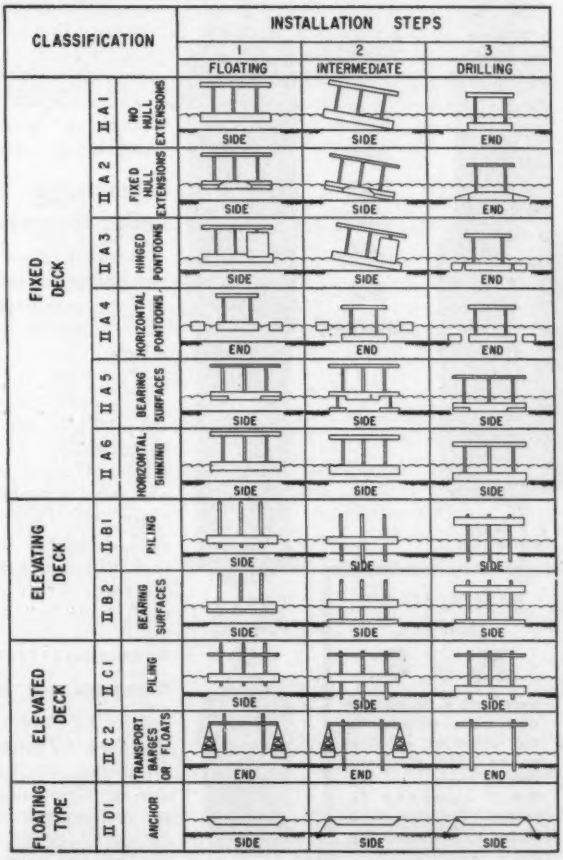

Figure 2

RICHFIELD OIL CORPORATION — **Rincon;** Craig Shipbuilding, 1955; 500′ IB-IID1-IIID; California.

ROYAL DUTCH SHELL—Not announced; Hollandsche Constructie Werkplaatsen, Leiden, Netherlands, 1954; 100′; IB-IIC2-IIIA; Persian Gulf.

SOUTHEASTERN DRILLING COMPANY—**Rig 22;** Avondale, 1957; 25′; IB-IIA5-IIIB; Gulf of Mexico.

STANDARD OIL COMPANY OF CALIFORNIA—**Western Explorer.** Not announced, 1955; 500′; IB-IID1-IIID; California.

ZAPATA OFF-SHORE COMPANY — **Scorpion;** Le Tourneau, 1956; 70′; IB-IIB1-IIIA; Gulf of Mexico.

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Associated Oil Field Rentals Opens Morgan City Branch

Associated Oil Field Rentals of Houston has announced plans to open a branch rental yard in Morgan City, La., to supply both inland and offshore drilling equipment. Jim Taylor of Morgan City will head the new yard, under the direction of C. K. Carruthers, Associated's Gulf Coast Division manager.

Associated will construct a 5,760-square foot office and warehouse building on a 100,000-square foot piece of property on Highway U. S. 90 some five miles south of Morgan City. The location is directly opposite Mays Brothers' slip and docking facilities, making the new yard accessible for truck or water deliveries.

Wood George, vice president and general manager, stated that the Morgan City yard will provide quick availability and good service for drillers, on shore and offshore, in the Morgan City area.

Organization of Two New LeBus Companies Announced

Announcement of the liquidation of the LeBus Rotary Tools Works, Inc., and the organization of two new LeBus companies was made in a joint statement issued by F. L. LeBus and F. L. LeBus, Jr.

The LeBus International Engineers, Inc., will be one of the new LeBus corporations. The other will be the LeBus Manufacturing Company and will be a subsidiary of the American Hoist and Derrick Company of St. Paul, Minn., which acquired the present LeBus plant and facilities for the manufacture of LeBus drop-forge truck tools and wire line facilities.

Arceneaux Named Louisiana Manager for Gammaloy, Ltd.

Jules M. Arceneaux has been named Louisiana Division manager for Gammaloy, Ltd., world-wide distributors of Gammaloy non-magnetic survey drill collars. Arceneaux will handle rental service for the collars from headquarters at 1020 Auburn Street, Lafayette, Louisiana.

Luther Wood, B and W, Inc., Transfers To Laurel, Miss.

Luther Wood, of B and W, Inc., has been transferred from Harvey, Louisiana to Laurel, Mississippi, to handle delivery and field service requirements for that area. His territory also includes Citronelle, Alabama.

B and W, Inc., manufactures a complete line of primary cementing tools for the petroleum industry.

Left to right: Chris Zeppa, vice president of Delta Marine Drilling Corp.; Leslie B. Durant, president of American Marine Corporation; and Joseph Zeppa, president of Delta Marine.

AC Tender Power . . .

(continued from page 55)

tem needed. No balancing of engine-generator sets.

Hook-up . . . Two 12-567A GM engines, rated at 1,080 hp at 720 rpm, drive two 750-kw Allis-Chalmers generators. Electrical power is fed to two sets of two Westinghouse 700-hp, 440-volt, 60-cycle motors, one set each mounted on the drawworks and mud pumps. These motors drive through No. 9 WCO Elmagco eddy current couplings made by The Baylor Company, Inc., of Houston, Texas, and are each rated at 4,600 foot-pounds at 1,200 rpm. The Westinghouse squirrel cage constant speed motors are connected to the input side of couplings and the output speed and torque of the coupling to the drilling machinery are easily controlled from the driller console.

Other equipment . . . The standby power unit is a 8-268A GM engine driving a 300-kw Columbia generator. The auxiliary service plant includes one 150-hp 3-268 GM engine driving a 100-kw, 440-volt, 3-phase, Westinghouse generator. A Cleaver-Brooks two-stage evaporator unit with a capacity of 340 barrels per day has been installed.

Drilling equipment includes an Emsco J-1250 drawworks with selective transmission, one Bethlehem Delco 600 and one Bethlehem G85 mud pump, a Lee C. Moore derrick, Halliburton T10 cementing unit, Schlumberger Unit, three "Lightin" mud mixers, and Emsco 5M50 traveling and 6M50 crown blocks. Also, a Swaco desander and degasser, Rhumba shale shaker, and an Ideal C-250 standby pump.

Tender details . . . The converted LST is 380′ x 50′ x 28′ and is fully air-conditioned. There are mahogany-panelled quarters for 48 men

News from the
SHIPYARDS

"Miss Helen" Christened

Owned by Offshore Exploration Group, vessel will operate out of Morgan City

The largest vessel yet built specifically for offshore seismic work was christened recently at Orange, Texas. **Miss Helen,** owned by Offshore Exploration Group, of Houston, measures 110 feet long, 23 feet in beam, and has a 6-foot draft. It can berth 24.

About 100 people saw Miss Helen Locke smash a champagne bottle across the bow of **Miss Helen** at ceremonies at Weaver Shipyards, which built the vessel. Miss Locke is the daughter of E. R. Locke, president of Offshore Exploration Group.

Although designed so it can be used for seismic operations, the all-steel **Miss Helen** will be used at present as a recording boat, working out of Morgan City, Louisiana. The vessel has storage for 200 barrels of fuel and 400 barrels of water, and can also serve as a utility craft.

Miss Helen has double bottoms from bow to engine room, plus a 3,000-gallon trim tank and collision bulkhead aft of the engine room. The double bottoms provide liquid storage space.

Power . . . Two GM 6-110 diesel engines drive twin screws, plus two 30-kw AC generators. Diesels and generators were supplied by Stewart & Stevenson Services, of Houston. Reduction is 3:1. Speed of the vessel is estimated at 14 mph.

For the crew's comfort, **Miss Helen** has central air conditioning and unusually large living spaces—staterooms are big enough to put a chair in. There are four bathrooms.

Sixteen of the crew will be berthed in a single compartment forward in the vessel. Staterooms provide space for the remaining men. About 18 technical men and three crewmen are needed for operating the boat.

Miss Helen has an all-electric galley. All wiring on the vessel was

(*continued on next page*)

Helen Locke does honors, directed by Arch Weaver, as L. E. Weaver watches from the bow . . .

. . . and both "Miss Helens" got a champagne shower, along with Weaver, who stood too close.

Helen Locke, for whom "Miss Helen" was named, holds roses in the photo at left as she goes on her namesake's maiden voyage down the Sabine River. With her is Carol Whitehurst. At right, officials of Offshore Exploration Group, which owns "Miss Helen", enjoy the vessel's first trip. Left to right, E. R. Locke, president of OEG, John W. Flude and A. L. Ladner, members of OEG's board of directors.

Why **OIL** *companies buy insurance through* J&H

The special *risk characteristics* of the oil industry—insurance problems connected with drilling, refining, storage, pipeline and tanker operations—are thoroughly familiar to the J&H staff. And continuing service to leading petroleum companies keeps us in touch with the industry's changing needs.

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"Miss Helen" . . .

(*continued from preceding page*)

done to U.S. Coast Guard and American Bureau of Shipping specifications by McIntosh Electric Supply Company, of Orange.

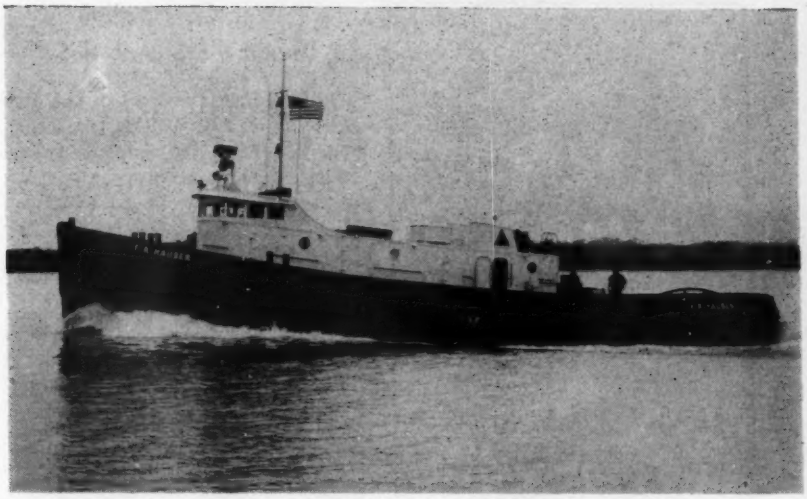
The owners . . . The Offshore Exploration Group was organized by eight geophysical companies and specializes in offshore seismic work. The group has two crews in the Gulf of Mexico now and will shortly be doing seismic work on Lake Maracaibo, Venezuela. Companies belonging to the group include Apache Exploration Company, Robert H. Ray Company, Keystone Exploration Company, Independent Exploration Company, Broussard Exploration Company, Inc., Taylor Exploration Company, Inc., Houston Geophysical Company, and Rogers Geophysical Company.

Spacious storage quarters below decks give ample room for seismic equipment. Vessel will carry 18 technicians and 3 crew members, with plenty of room for all. The quarters sleep 24.

GM 6-110 Quads

Furnish 1,760 hp

To Drive



Brown & Root Marine Operators, Inc., recently added the combination tug "F. R. Hauber", above, to its fleet. Of a new design, the tug was built by Gulfport Shipbuilding Corporation, of Port Arthur, Texas.

Brown & Root's Newest Tug

Gulfport employs a new tugboat design to construct a vessel with high horsepower diesel engine package

The newest tug in the Brown & Root Marine Operators fleet travels better than 15 miles per hour running light and has towed some of the largest offshore mobile units at over half that speed.

The ultra modern twin screw tug, F. R. Hauber, is air-conditioned for the benefit of its 11-man crew and power-conditioned for the benefit of Brown & Root's customers. Of a new tugboat design, the ocean going vessel is 100 feet long, has a 25.6-foot beam, draws 12.4 feet, and has 1,760 continuous horsepower available.

All of the power and speed come from a new high horsepower General Motors Detroit Diesel power package adapted and developed by Stewart & Stevenson Services, Inc., of Houston. The package is the 6-110 Quad propulsion unit.

Engine design . . . The 6-110 Quad, by Stewart & Stevenson, resembles in design the General Motors Series 6-71 Quad—which has established an outstanding performance record in both the marine and industrial fields. The principal differences in the 6-110 Quad application by Stewart & Stevenson and the Series 6-71 Quad are:

1) Heavier transfer and reduction gears,

2) A unique and simplified engine synchronizing arrangement eliminating the necessity for throttle rods and engine linkage, plus,

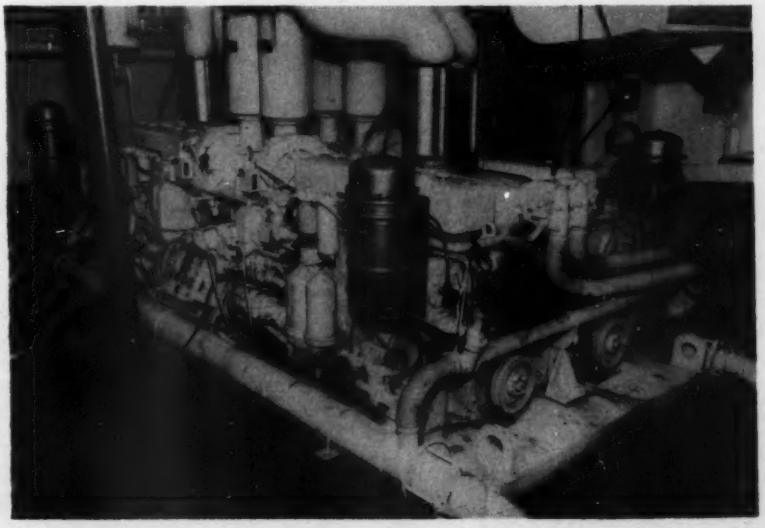
3) The increased horsepower of the 110 Quad, which is made possible by the use of the larger Series 110 engine.

In spite of the big jump in horsepower, the 6-110 Quad unit fits into about the same space as the Series 6-71 Quad. Also, it develops its horsepower with reduced fuel consumption per horsepower hour produced.

Other features of the new 6-110 Quad application include hydraulically actuated disconnect clutches and standardized parts.

The tug F. R. Hauber was built by the Gulfport Shipbuilding Corporation in Port Arthur, Texas.

The captain of the F. R. Hauber is William Burleson, with Robert Cooper as alternate captain. Chief Engineer is D. H. Musgrove. Alternate chief engineer is R. H. Barker.



One of two GM Model 6-110 Quad units which drive the "F. R. Hauber."

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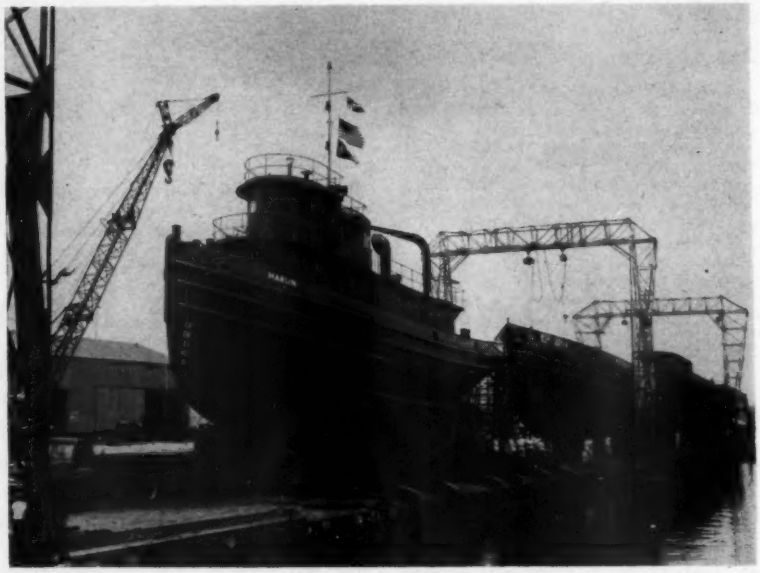
Phone 5018 Morgan City, La.

State Boat Corporation To Launch "State Star"

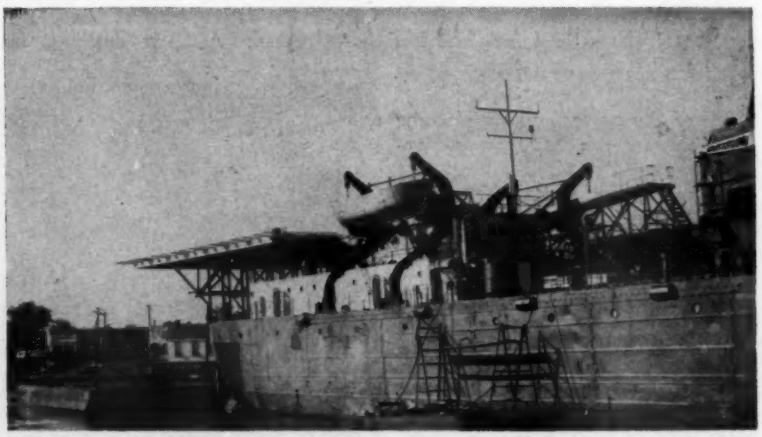
R. T. Lober, president of the State Boat Corporation of Houston, Texas, and Pascagoula, Mississippi, has announced that a new offshore vessel, the **State Star** will be launched this month. She will be ready for rental shortly thereafter.

The boat, constructed at Arnold V. Walker Shipyard in Pascagoula, is 86' x 22', has 530 hp, and will be suitable for crew and cargo, or for oil exploration. The **State Star,** modern in every respect, is being built to U. S. Coast Guard specifications.

Scenes . . . . . Along The Waterfront



Four tugs on the ways at Gulfport Shipbuilding Corporation, Port Arthur, Texas. Left to right: the 103-foot, 1,300-hp "Marlin," for G & H Towing Company, Inc.; the 2,400-hp twin screw "M.P. Anderson," for Brown & Root; and the tugs "Pike" and "Ling", both 105-foot 1,700-hp tugs for G & H.

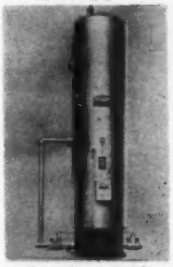


One of four ex-LST's being converted into drilling tenders for Humble Oil & Refining Company by Levingston Shipbuilding Company shipyard at Orange, Texas. View shows concrete helicopter deck, left, one of the first ever installed on a drilling tender. It is designed for larger helicopters than are now in use in offshore operations in the Gulf.

NEW PRODUCTS and Literature

Giant Oil, Gas Metering Separator Sent To Venezuela By Houston Firm

A giant oil, water, and gas metering separator is being shipped to Western Venezuela by Oil Metering and Processing Equipment Corporation of Houston, Texas.



The metering separator weighs 4,000 pounds, is 18 feet high overall, has a 48-inch diameter, and is 14 feet from seam to seam.

The separator has a working pressure of 125 psi. It has a measuring capacity of 10 barrels per dump and will handle up to 4,000 barrels of oil per day. The oil metering accuracy rating is tested at 99.999 per cent. The unit is designed to handle extremely viscous crudes.

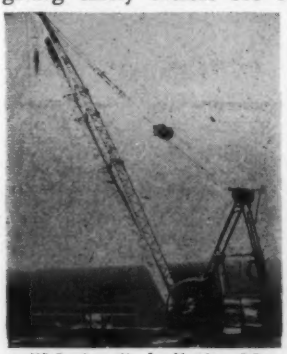
The single unit is engineered to perform the two functions of separating oil and gas from the well fluid and of measuring each. The gas is removed from the fluid by a gas separating element attached to the inside of the vessel at the inlet pipe connecting point. Gas then passes through a mist eliminator (dehydrator) before metering.

Separation of oil and water is made by allowing the water to settle in the accumulation chamber. Oil is metered separately in a special chamber at the bottom of the tank.

For further information write Oil Metering & Processing Equipment Corporation, 4943 Yale, Houston, Texas.

Bulletins On Unit Crane's "Mariner" Give Latest Safety Factor Data

Unit Crane & Shovel Corporation is issuing revised bulletins covering their Unit "Mariner," Model 360, giving safety factors for stationary mountings.



The ratings, in accordance with ABS requirements for cargo gear, are based on ultimate strengths and yield points of wire rope and critical structural members. "Mariner" minimum safety factors include 5 to 1 for wire rope and 4 to 1 for structural parts other than booms, all based on ultimate strength. Boom safety factor is 2½ to 1 based on yield point.

"Mariner" bulletin No. MS-200 for ship-mounted cranes shows tabulation of load ratings according to ABS requirements. Bulletin MO-200, which is for offshore application, shows ratings based on pending revision of U.S. Department of Commerce Commercial Standards as well as ABS requirements. Commercial practice has been to use a safety factor of 3½ to 1 for wire rope.

For further information write Unit Crane & Shovel Corp., 6411 West Burnham St., Milwaukee 1, Wisconsin.

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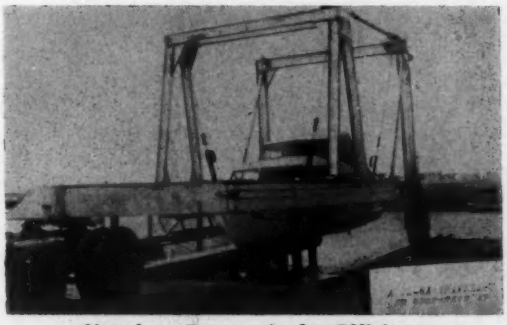

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448 Pailet St. Harvey, La.

The Bell 47J has a speed up to 110 mph, great visibility.

Bell Adds New "Ranger" Model To Commercial Helicopter Line

Bell Aircraft Corporation's Helicopter Division announces the addition of a new helicopter to its commercial line: the four-place single rotor Model 47J. The Civil Aeronautics Administration has already issued type certificate 2H-1 on the helicopter to be known as the "Ranger." Deliveries are scheduled for early 1957.

Second in the series, "Ranger" follows tear drop lines, is completely enclosed, and has a single-piece Plexiglas cabin. Arched skid landing gear is used and a large baggage compartment is built into the metal covered semi-monocoque tail boom.

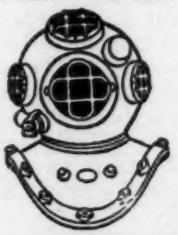
Flotation landing gear, night flying equipment, radio, heater and other accessories are to be certified for the "Ranger." Powered by 260-hp engines, the 'copter uses only 220 hp, which results in longer engine life and reduced maintenance. Removable side cowlings expose the engine for servicing.

Useful load of the Bell 47J is 1,017.5 pounds. With a normal fuel capacity of 35 gallons, the utility craft has a range of 175 miles. CAA approved performance credits the helicopter with an 8,100-foot hovering ceiling in ground effect and a service ceiling of 15,000 feet. At a gross weight of 2,565 pounds "Ranger" can climb from sea level to 5,000 feet in 7.5 minutes. All instruments and controls are at the pilot's left, providing visibility and unhindered operation.

Top speed of "Ranger" is 110 mph and quick change kits can convert it from a business aircraft to a cargo craft, or a rescue helicopter within minutes.

For further information write Bell Aircraft Corp., P. O. Box 482, Ft. Worth, Texas.

FR. 4123—VA. 6647 Night: VA. 6647—FR. 8185



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Five Texas Wildcats Staked

Exploratory projects announced for blocks off Galveston, Matagorda, Nueces counties

Exploration off the Texas coast has picked up in recent months, with five new wildcats announced in September.

Humble Oil & Refining Company has scheduled its No. B-1 Galveston Area (Block 253 Unit) as a 13,000-foot wildcat 24 miles southwest of Galveston.

The new wildcat is just 5 miles southwest of the same operator's No. A-1 Federal Block 253, which was recently abandoned at 11,328 feet.

Nineteen miles southeast of Galveston The Atlantic Refining Company staked its No. 1 Federal Block 193, State Lease 31,660, with a scheduled depth of 12,000 feet. The test is in Block 193 (L).

J. S. Michael announced location for his No. 1 State Tract 488, to be

(*continued on next page*)

Calco, CATC Seek Permits

Six adjoining blocks 30 miles from shore in the Vermilion Area covered by requests

Both The California Company and Continental Oil Company (for CATC) have asked Corps of Engineers permits for rank drilling operations in adjacent blocks in the Vermilion Area, 29 miles off Vermilion Parish.

The California Company is asking for a permit on Block 104, northernmost of the blocks.

Due south of the Calco block Continental Oil Company has asked for structure permits for Blocks 119, 120, 123, and 124, all adjoining, and the south half of 102, on the northwest.

All of the blocks fall well outside the disputed zone. Nearest production is in the shut-in Vermilion Block 76 field, eight miles to the northwest.

Shell Oil Company has an active wildcat 11 miles south of the CATC blocks, and The California Company was drilling a wildcat in East Cameron Block 160, 11 miles to the southwest, when the permits were asked.

Fartherest-Out Test Dry

Shell-Conoco wildcat plugged at 13,386 feet, companies set new try seven miles northwest

After an outlay averaging almost $20,000 daily over a 51-day drilling period, the fartherest offshore wildcat has been abandoned at 13,386 feet. In the same lease block about seven miles northeast of the duster the same operator and contractor are making hole on a 12,000-foot wildcat.

The duster, Shell Oil Company-Conoco No. A-1 Federal Block A-104, is 63 miles southeast of Galveston in water 93 feet deep. It was drilled by C. G. Glasscock Drilling Company's mobile unit Mr. Gus, now being used to drill the Shell Oil Co.-Conoco No. 1 Federal Block A-72.

The outlay of nearly $1 million does not include lease or advance exploration expenses. Shell obtained the 103,680-acre lease block on which the two prospectors are located for about $5.5 million in a 1955 United States lease sale. Continental Oil Company later acquired half interest in the block, which has been named the "Neptune" area.

Cost of surveying, soil boring, and other operations incident to staking the location were about $30,000.

Humble Oil Drilling Wildcat In Pensacola Bay, Florida

Humble Oil & Refining Company spudded in September 18 on a wildcat in Pensacola Bay, Santa Rosa County, Florida. The prospector, No. 1 State Lease 833, was slated for a 7,000-foot bottom. Twenty-inch surface casing was set at 281 feet. The Humble Oil tender ST-1 is drilling the test, which is in 20 feet of water.

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(*continued from preceding page*)

drilled as a 7,000-foot wildcat between two shallow dual gas strikes in the Kain field off Matagorda County.

The prospector is in a Shell Oil Company lease adjacent to shore. It is southwest of Shell's No. 1 State Tract 488 (S), completed as a dry gas discovery in April 1956 from pays between 4,370-80 feet and 4,000-10 feet in the Miocene. Shell Oil Company No. 1 State Tract 487 is about a mile southwest of the new wildcat, and finaled in June 1955 from Miocene pays between 3,674-86 feet and 4,367-95 feet.

Michael operates out of the San Jacinto Building in Houston.

A 7,500-foot wildcat will be drilled in State Tract 527 (S), nine miles west-southwest of Shell Oil Company's Kain field, by The Atlantic Refining Company.

The prospector is the No. 1 State of Texas No. 51275, and is on a 950-acre lease. Surface location is approximately six miles south-southwest of Matagorda Townsite.

Off Nueces County, Arkansas Fuel Oil Corporation will drill its No. 1 State Tract 905 (S) from a self-contained platform in State Tract 905 (S), eight miles southeast of Flour Bluff and in the Mustang Island Area.

The prospector is about 12 miles north-northeast of the Chevron field. It will go to 12,500 feet.

Louisiana

Stanolind Confirmation Opens Second Pay in Vermilion Field

A confirmation test to Stanolind Oil & Gas Company's Vermilion Block 14 field has been completed as a gas-distillate pay opener. The strike is in Block 14.

Stanolind's No. 2-A State Lease 862, one-half mile west of the field discovery, was finaled for a daily flow of 68 barrels of 50.2 gravity condensate and 2.8 million cubic feet of gas daily through a 12/64-inch choke and perforations between 10,995-11,005 feet.

The discovery well, Stanolind No. 1-A State Lease 861, made 118 barrels daily plus 4.4 million cubic feet of gas daily through perforations between 10,352-62 feet.

The Block 14 field is about three miles from the shore of Vermilion Parish.

Phillips Completes Prolific Oiler Off St. Mary Parish

A prolific oil well recently completed in Block 129 of the Eugene Island Area may be a dual pay op-

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ener for the Block 128 field. The strike is the No. 1-A Eugene "A", located about 24 miles off St. Mary Parish.

The Phillips' well made an aggregate potential of 678 barrels of oil daily, flowing through a 10/64-inch choke from each pay.

Flow through perforations between 10,946-52 feet was at the rate of 336 barrels of 39.6 gravity oil plus 395,000 cubic feet of gas daily. Gas-oil ratio was 1,175-1. Tubing pressure was 1,987 pounds.

Through perforations between 11,760-770 feet the well made 342 barrels of 37 gravity oil plus 520,000 cubic feet of gas daily. Tubing pressure was 2,450 pounds.

The well went to 15,004 feet, set pipe at 14,107 feet.

Superior Plans Structures By Shut-In Vermilion Field

Structure permits for two blocks adjacent to its Vermilion Block 71 field are being sought by The Superior Oil Company, of Houston. The permits would be for Block 71 and Block 76, Vermilion Area.

The Vermilion Block 71 field was opened in 1948 by a gas-distillate well testing 7 million cubic feet of gas and 56 barrels of condensate daily through perforations 9,608-618 feet. Discovery was the No. 1-A State Lease 884, shut in since completion for lack of a market connection.

Stanolind Requests Permit For Block 38 Ship Shoal

Stanolind Oil & Gas Company has requested Corps of Engineers permission to erect drilling structures in Block 38 of the Ship Shoal Area, due west of a Stanolind wildcat in Ship Shoal Block 39.

The structures would be about six miles off Terrebonne Parish, near Racoon Point. Stanolind has about 30,000 acres in that vicinity.

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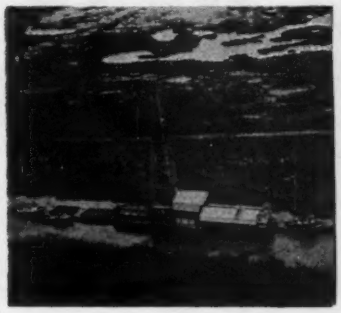

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OFFSHORE LOCATIONS

TEXAS

Galveston County: The Atlantic Refining Co. 1 Federal Block 193, State Lease 31,660, wildcat. Tract 193 (L), High Island Area. Proposed depth 12,000 feet.

Galveston County: Humble Oil & Refining Co. B-1 Galveston Area (Block 253 Unit), wildcat. Tract 272 (L), High Island Area. Proposed depth 12,000 feet.

Jefferson County: Magnolia-Stanolind A-9 Texas Gulf Tract 10, High Island Block 10-L field. Tract 10 (L), High Island Area. Proposed depth 10,000 feet.

Kleberg County: Standard Oil Co. of Texas 945-93 State, Chevron field. Tract 945 (S), Mustang Island Area. Proposed depth 8,500 feet.

Matagorda County: The Atlantic Refining Co. 1 State of Texas 41275, wildcat. Tract 527 (S), Brazos Area. Proposed depth 7,500 feet.

Matagorda County: J. S. Michael 1 State Tract No. 488, wildcat. State Tract 488 (S), Brazos Area. Proposed depth 7,000 feet.

Nueces County: Arkansas Fuel Oil Corp. 1 State Tract 905 (S), wildcat. Tract 905 (S), Mustang Island Area. Proposed depth 12,500 feet.

LOUISIANA

Cameron Parish: Shell Oil Co. 2 State Lease 2545, East Cameron Block 17. Block 16, East Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Petroleum Co. A-1 State Lease 1153 (OCS-081), West Cameron Block 110. Block 110, West Cameron Area. Proposed depth 13,000 feet.

Cameron Parish: Magnolia Petroleum Co. A-2 State Lease 1153 (OCS-081), West Cameron Block 110. Block 110, West Cameron Area. Proposed depth 12,000 feet.

Cameron Parish: Continental Oil Co. (CATC) D-3 State Lease 1657 (OCS-0190), Block 193, West Cameron Area. Proposed depth 8,500 feet.

Lafourche Parish: The California Co. 2 Louisiana State 932 (OCS-0390), Bay Marchand Block 2. Block 26, Grand Isle Area. Proposed depth 14,500 feet.

Lafourche Parish: The California Co. 2-P State Lease 932, Bay Marchand Block 2. Block 26, Eugene Island Area. Proposed depth 11,000 feet.

Lafourche Parish: The California Co. 4 State Lease 1365, Bay Marchand Block 2. Block 1, Bay Marchand Area. Proposed depth 8,500 feet.

Lafourche Parish: The California Co. 1 State Lease 1367 "2" (OCS-0370), Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 5,500 feet.

Lafourche Parish: The California Co. 2 Louisiana State 2724 et al, Bay Marchand Block 2. Located on shore. Proposed depth 8,700 feet.

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Lafourche Parish: The California Co. 6-M Louisiana State 1367, Bay Marchand Block 2. Block 3, Bay Marchand Area. Proposed depth 4,400 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., B-1 State Lease 1273, wildcat. Block 53, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., F-1 State Lease 1268, Main Pass Block 47. Block 47, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., G-1 State Lease 1268, Main Pass Block 47. Block 47, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc., M-1 State Lease 1268, Main Pass Block 47. Block 47, Main Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Shell Oil Co. 8 State Lease 1353, Main Pass Block 69, Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 9 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 10 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 11 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 12 State Lease 1357, Main Pass Block 69. Block 67, Main Pass Area.

Plaquemines Parish: The California Co. 5-D Louisiana State 1923, South Pass Block 24. 23s-31e. Proposed depth 8,400 feet.

Plaquemines Parish: The California Co. 12-D Louisiana State 1923, South Pass Block 24. 23s-31e. Proposed depth 8,400 feet.

Plaquemines Parish: The California Co. 15 State Lease 1923, South Pass Block 24. 23s-31e. Proposed depth 7,665 feet.

Plaquemines Parish: The California Co. 18 State Lease 1923, South Pass Block 24. 23s-31e. Proposed depth 7,710 feet.

Plaquemines Parish: Shell Oil Co. 22 State Lease 1009, South Pass Block 24. Amended location, Block 25, South Pass Area. Proposed depth 10,000 feet.

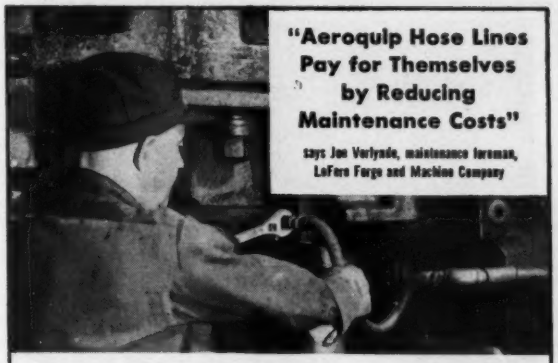
Plaquemines Parish: Shell Oil Co. 24 State Lease 1009, South Pass Block 24. Block 25, South Pass Area. Proposed depth 10,000 feet.

Plaquemines Parish: Gulf Refining Co. C-3 H. J. Harvey, West Delta Block 52. On shore, 29-33s-31e. Contract depth not reported.

Plaquemines Parish: Continental Oil Co. (CATC) 1 State Lease 988, wildcat. Block 81, West Delta Area. Proposed depth 11,000 feet.

Plaquemines Parish: Continental Oil Co. (CATC) 17 State Lease 978, South Pass Block 24. Block 53, West Delta Area. Proposed depth 8,700 feet to test the Miocene.

Plaquemines Parish: Continental Oil Co. (CATC) 9 State Lease 999, South Pass Block 24. Block 12, South Pass Area. Proposed depth 10,250 feet.



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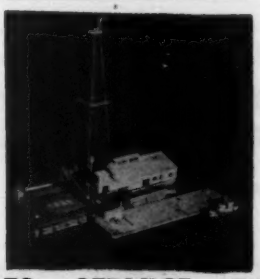

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Plaquemines Parish: Shell Oil Co. 2 State Lease 1010, South Pass Block 24. Block 26, South Pass Area. Proposed depth 12,500 feet.

Plaquemines Parish: Shell Oil Co. 3 State Lease 1010, South Pass Block 24. Block 26, South Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: Shell Oil Co. 4 State Lease 1010, South Pass Block 24. Block 26, South Pass Area. Proposed depth 12,000 feet.

Plaquemines Parish: The California Co. 1 Calco-Shell-Lease 1922, South Pass Block 24. River bed. Proposed depth 10,700 feet.

Plaquemines Parish: The California Co. 14 Louisiana State Lease 1923, South Pass Block 24. Proposed depth 8,900 feet.

Plaquemines Parish: The California Co. 2 Calco-Stanolind-Louisiana State 2495, South Pass Block 24. Proposed depth 9,100 feet.

Plaquemines Parish: The California Co. 4 Louisiana State 2553, South Pass Block 41. Block 41, South Pass Area. Proposed depth 10,700 feet.

Plaquemines Parish: Shell Oil Co. 12 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 13 State Lease 1353, Main Pass Block 69. Block 67, Main Pass Area. Proposed depth 8,000 feet.

Plaquemines Parish: Shell Oil Co. 13 State Lease 1355, Main Pass Block 69. Block 80, Main Pass Area. Proposed depth 8,300 feet.

St. Mary Parish: Sinclair Oil & Gas Co. A-3 Eugene Island Block 175 (OCS-0438), Eugene Island Block 175. Block 175, Eugene Island Area. Proposed depth not reported.

OFFSHORE COMPLETIONS

TEXAS

Jefferson County: Shell Oil-Continental A-1 Federal Block A-104, wildcat. Dry Hole. TD 13,386 feet. Block A-104, High Island Area.

Jefferson County: Magnolia Petroleum Co. A-8 Texas Gulf Tract 10, High Island Block 10-L field. Dry hole. TD 9,799 feet. Tract 10 (L) High Island Area.

Kleberg County: Standard of Texas 45 State 945, Chevron field. Gas Well. TD 8,264 feet. Tested 1.3 million CFGD on adjustable choke, plus 8 BD. Interval unreported. To potential later. State Tract 945 (S), Mustang Island Area.

LOUISIANA

Cameron Parish: Continental Oil Co. (CATC) 2-D OCS 0192 (State Lease 1658), West Cameron Block 193 field. Dry Hole. TD 10,849 feet. Block 193, West Cameron Area.

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Cameron Parish: British American Oil Prod. Co. 2-F State Lease 2761, wildcat. Dry Hole. TD 13,570 feet. Block 3, West Cameron Area.

Lafourche Parish: The California Co. M-2 Louisiana State 1367, Bay Marchand Block 2. Temporarily Abandoned. TD 6,714 feet. Sanded up after testing oil on gas lift through perforations 5,215-23 feet and 5,232-44 feet. Block 3, Bay Marchand Area.

Lafourche Parish: The California Co. 1 Louisiana State Lease 2724 et al, Bay Marchand Block 2. Oil Well. TD 8,959 feet, perfd. 8,749-64 feet. PT 248 BOD and 114 MCFGD on 10/64-inch choke. Gra. 28.1, GOR 449-1. On shore, Bay Marchand Area.

Lafourche Parish: The California Co. 1 Louisiana State Lease 932, Bay Marchand Block 2. Dry Hole. TD 7,579 feet. Block 26 Grand Isle Area.

Lafourche Parish: Phillips Pet. Co. B-3 State Lease 1368, Bay Marchand Block 2. Gas Well. TD 8,689 feet, perfd. 8,076-80 feet. PT 20 BPC MMCGD. GOR 50,000-1. Block 4, Bay Marchand Area.

Plaquemines Parish: Continental Oil Co. (CATC) 1-A State Lease 1072, wildcat. Dry Hole. TD 14,088 feet, ran log. Ran electric log and took side-wall samples 9,994 feet, no shows. Block 56, West Delta Area.

Plaquemines Parish: Kerr-McGee Oil Industries, Inc. 1-G State Lease 1227, Breton Sound Block 32. Abandoned Location. Block 32, Breton Sound Area.

Plaquemines Parish: Phillips Petroleum Co. 1 (Main B) State Lease 2752, Main Pass Block 48. Dry Hole. TD 11,050 feet. Block 48, Main Pass Area.

Plaquemines Parish: Shell Oil Co. 4 State Lease 1353, Main Pass Block 69. Oil Well. TD 8,211 feet, perfd. 7,682-92 feet. PT 178 BOD on 7/64-inch choke. Gra. 28.9. GOR 346-1. Block 67, Main Pass Area.

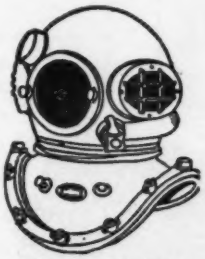
Plaquemines Parish: Shell Oil Co. 46 State Lease 998, South Pass Block 24. Oil Well. TD 8,205 feet, perfd. 7,874-82 feet. PT 213 BOD on 10/64-inch choke. Gra. 26. GOR 610-1. Block 11, South Pass Area.

Plaquemines Parish: The California Co. 1 Calco-Shell Louisiana State 1010, South Pass Block 26. Dry Hole. TD 12,200 feet. Perfd. 9,896-931 feet, tested salt water, no shows. Block 26, South Pass Area.

Plaquemines Parish: Shell Oil Co. 4-A State Lease 2592, South Pass Block 42. Dry Gas Well. TD 11,909 feet, perfd. 6,945-72 feet. PT 744 MCFGD. GOR dry. Block 42 South Pass Area.

Plaquemines Parish: The California Co. 1 Louisiana State 1068 (OCS-0384), West Delta Block 30. Abandoned Location. Block 28 West Delta Area.

Plaquemines Parish: Humble Oil & Refining Co. 3-F State Lease 820, West Delta Block 30. Oil Well. TD 10,478 feet, perfd. 5,662-80 feet. PT 56.76 BOD and 14,000 CFGD



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Plaquemines Parish: Humble Oil & Refining Co. 1-H State Lease 820, West Delta Block 30. Dry Hole. TD 6,609 feet. Block 31 West Delta Area.

Plaquemines Parish: Humble Oil & Refining Co. 3-J State Lease 819, West Delta Block 30. TD 9,430 feet, PB 7,864 feet, perfd. 5,651-76 feet. PT 204 BOD on 8/64-inch choke. Gra. 24. GOR 101-1. Block 30 West Delta Area.

Plaquemines Parish: Continental Oil Co. (CATC) 10 State Lease 979, West Delta Block 53. Pay Opener, Dual Gas Well. TD 5,565 feet. Perfs. 4,836-46 feet, PT 3,060 MCFGD on 18/64-inch choke. GOR dry. New Pay, perfs. 4,585-88 feet and 4,592-96 feet. PT 2,945 MCFGD on 16/64-inch choke. GOR dry.

St. Bernard: Republic National Gas Co. 3 State Lease 2464, Breton Sound Block 1. Dry Hole. TD 8,107 feet. Block 1, Breton Sound Area.

St. Mary Parish: Shell Oil Co. 1 Shell-Humble OCS 0443, wildcat. Dry Hole. TD 4,692 feet. Block 188, Eugene Island Area.

St. Mary Parish: Phillips Petroleum Co. 1-A Eugene "A", Eugene Island Block 129. Dual Oil Discovery. TD 15,004 feet. Perfs. 10,946-52 feet, PT 336 BOD on 10/64-inch choke. GOR 1,175-1. Gra. 39.6. Perfs. 11,760-70 feet. PT 342 BOD on 10/64-inch choke. GOR 1,520-1. Gra. 37. Block 129, Eugene Island Area.

St. Mary Parish: Phillips Petroleum Co. A-3 (Dome "A") OCS 0472, Eugene Island Block 184. Dry Hole. TD 13,659 feet. Stuck drillpipe at TD, PB to 10,513 feet, ST into 4-A hole.

St. Mary Parish: Shell Oil Co. B-2 OCS 0478, Eugene Island Block 128. Oil Well. TD 10,455 feet, perfd. 9,920-45 feet. PT 222 BOD on 9/64-inch choke. Gra. 39, GOR 923-1. Block 116, Eugene Island Area.

Terrebonne Parish: Magnolia Petroleum Co. B-3 State Lease 770, Ship Shoal Block 113. Gas Well. TD 11,456 feet, perfd. 10,826-936 feet, PT 75 BOPD and 4,812 MCFGD. Gra. 51. Block 93, Eugene Island Area.

Terrebonne Parish: Magnolia Pet. Co. 1-B State Lease 774, wildcat. Dry Hole. TD 16,073. Block 107, Ship Shoal Area.

Terrebonne Parish: Magnolia Pet. Co. 1-C State Lease 776, Ship Shoal Block 113. Dry Hole. TD 16,212 feet. Block 112, Ship Shoal Area.

Terrebonne Parish: Magnolia Pet. Co. A-1 State Lease 762, Ship Shoal Block 55. Dry Hole. TD 15,008 feet. Block 55, Ship Shoal Area.

Vermilion Parish: Stanolind Oil & Gas Co. 1 State Lease 862 "A", wildcat. Temporarily Abandoned. TD 10,403 feet. Block 15, Vermilion Area.

Vermilion Parish: Stanolind Oil & Gas Co. 2-A State Lease 862, Vermilion Block 14, new pay. Gas Well. TD 11,150 feet, perfd. 10,995-11,005 feet. PT 68 BCPD and 2,860 MCFGD. Gra. 50.2, GOR 42,057-1. Block 15, Vermilion Area.

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Oil Man's Calendar: 1956

OCTOBER

2-4 National Association of Corrosion Engineers, South central region. Beaumont, Texas

2-6 Society of Automotive Engineers, Inc., national aeronautic meeting, aircraft engrg. display. Statler Hotel, Los Angeles

3 American Iron and Steel Institute, regional technical meeting. Thomas Jefferson Hotel, Birmingham

7-9 American Association of Oilwell Drilling Contractors, annual meeting. Texas Hotel, Fort Worth

8-10 The American Society of Mechanical Engineers, joint ASME-ASLE lubrication conference. Chalfonte-Haddon Hall, Atlantic City

11-12 California Natural Gasoline Association, Fall meeting. Sheraton Hintington Hotel, Pasadena, Cal.

14-20 OIL PROGRESS WEEK

15-17 American Institute of Mining, Metallurgical, and Petroleum Engineers, Petroleum Branch, Biltmore Hotel, Los Angeles

15-19 American Society of Civil Engineers. annual convention. William Penn Hotel, Pittsburgh

18-19 Western Petroleum Refiners Association, technical industrial relations meeting. Rufus Garrett Hotel, El Dorado, Ark.

22-24 American Standards Association, 7th national conference on standards. Roosevelt Hotel, New York City

22-24 Rocky Mountain Oil and Gas Association, annual convention. Cosmopolitan Hotel, Denver

23 American Society of Safety Engineers, annual meeting. Conrad Hilton Hotel, Chicago

29-Nov. 1 Society of Exploration Geophysicists 26th annual meeting, Roosevelt Hotel, New Orleans

API's Production Division Schedules 1957 Meetings

The American Petroleum Institute has announced the schedule for its 1957 Division of Production meetings. Requests for reservations should be sent direct to the specified hotels, giving date and time of arrival and type of accommodations desired. Program suggestions may be addressed to the district chairman or to the director, Division of Production, API, 300 Corrigan Tower, Dallas.

The Southwestern District meeting will be held March 6-8 at the Statler-Hilton in Dallas.

Scheduled for March 20-22 in Shreveport, the Southern District will meet at the Washington-Youree and Captain Shreve Hotels. John M. Payne, Shell Oil Company, Houston, is district chairman; T. J. Fuson, Humble Oil & Refining Co., Houston, is chairman of the District Advisory Committee; and W. W. Bynum, Hycalog, Inc., Shreveport, is district secretary-treasurer.

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Personnel Changes Announced

Transfers, promotions designed to bring expanded service to petroleum industry

Security Engineering Division of Dallas, one of the Dresser Industries, recently announced personnel changes and promotions representing a part of an expansion program designed to give a more intensified service to the petroleum industry. Security manufactures rock bits and other drilling tools.

JAMES

Robert E. James, formerly New York Division manager in charge of eastern hemisphere export sales, with offices in New York City, has been named export manager for Security with offices in Dallas.

A. G. Chandler, who has been engaged in oil equipment sales work outside the continental United States for the past six years, and recently was special sales representative for Security, with offices in Dallas, has been appointed eastern hemisphere export sales manager with offices in London, England.

The appointment of Ted Dysart as Southern Louisiana Division engineer also has been announced by Security Engineering Division. In his new assignment, Dysart will coordinate Security's service to the oil and gas well drilling industry throughout the area from headquarters in Lafayette. Dysart is a mechanical engineering graduate of the University of Texas.

Also in Louisiana, Sam Gullett has been named salesman for Security with offices in Houma. Daniel A. Chauvin has joined Security as field serviceman at Houma to fill the vacancy created by Gullett's promotion.

Gullett and Chauvin have been in the oil industry for approximately 10 years.

Appointed industrial relations director for Security was John Sukup, who formerly occupied a similar position with National Gypsum Company at Parsons, Kansas, for four years. The post is newly created.

Carroll Named Vice President Of Vapor Honing Company

Jack Eggleston, president of Vapor Honing Company, Inc., has announced the appointment of Gale Carroll as vice president of that company.

Carroll attended the University of Nebraska and was formerly with Tube-Kote, Inc., Taylor Forge & Pipe Works, and Crutcher-Rolfs-Cummings, Inc.

White Diesel Appoints Gosden Gulf Coast Representative

Louis A. Gosden has been appointed Gulf Coast representative by White Diesel Engine Division of the White Motor Company, with headquarters in Houston. He will handle sales and service of gas and diesel engines and diesel electric drilling rig units.

Gosden, 39, is a seasoned oil country man with more than eight years experience. He was a sales engineer for Emsco Manufacturing Company for two years in the Rocky Mountain area and for six years he was in rig sales and service with Wilson Manufacturing Company in Wichita Falls, Texas.

Kilgore New Vice President Of A. R. Salley & Company

C. F. Kilgore has been named new general manager and vice president at Morgan City, Louisiana, for A. R. Salley & Company, engineering and construction firm handling both offshore and land installations.

A. R. Salley does concrete foundation work, equipment setting, pipe fabrication, electrical installation, sandblasting, painting, and other construction work.

Furnans Joins Higgins As Marine Plastics Specialist

Edward Furnans, formerly plant manager of the Pla-Tank Division of Haveg Industries of West Warren, Mass., recently joined Higgins, Inc., the New Orleans shipbuilding, metal fabrication and offshore oil equipment firm.

A specialist in reinforced plastics, Furnans' work at Higgins will be in the development of special applications for such plastics in the marine field. Higgins has done some work with plastics in the past and presently produces plastic engine boxes and step plates for their pleasure boat line.

Delta Tank Announces New Houston Area Sales Manager

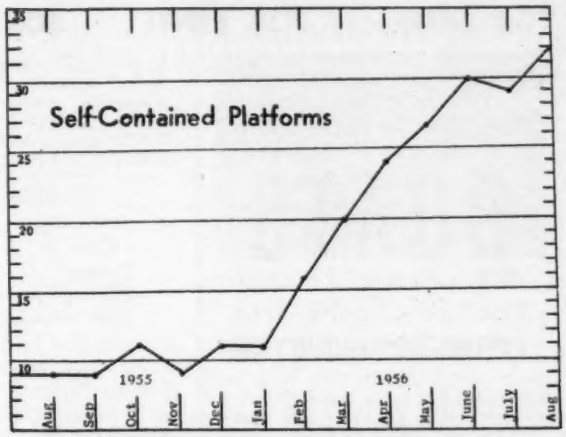
Appointment of B. W. Bourne as Houston area sales manager has been announced by Ross B. Baze, vice president in charge of sales for Delta Tank Manufacturing Co., Inc.'s Oilfield Equipment Division. Bourne, a graduate of the University of Oklahoma, is a veteran of 10 years of sales work in the petroleum industry.

Gardin Marine Service, Inc. Opens Galveston Field Office

Gardin Marine Service, Inc., has established a new field office at the Galveston Yacht Basin, Galveston, Texas, according to an announcement by Dwight P. Gardin, president of the Bayou La Batre, Alabama, firm. The company specializes in oil field services supplying boats and marine equipment.

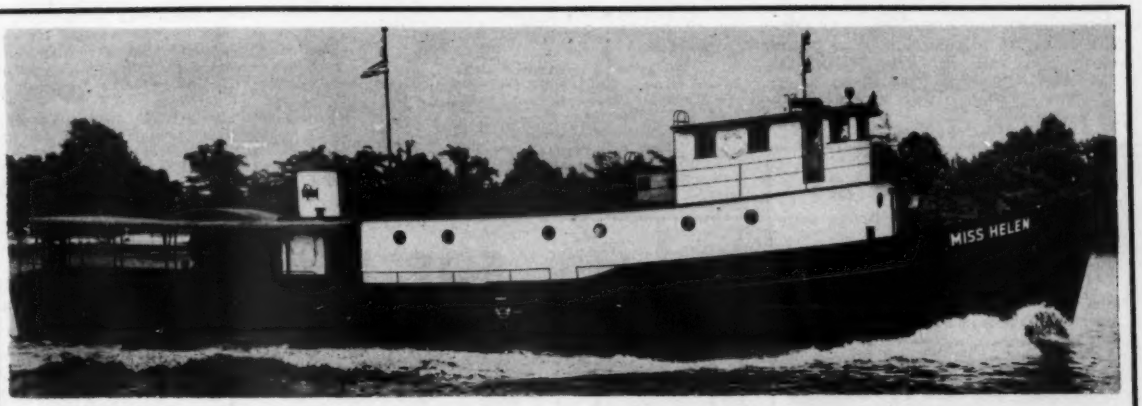
Self-Contained Platforms *(continued from page 60)*

Pure Oil Company	100′ x 42′, with 80′ x 67′ 6″ pipe rack	1956	Block 32 Eugene Island Area, Well F-1. Loffland rig	10′
Pure Oil Company	110′ x 64′ with 80′ x 67′6″ pipe rack	1956	Block 2 West Cameron, Well A-1. Loffland rig.	8′
Humble Oil & Refg. Co.	78′ x 200′	1956	Block 18 Grand Isle	50′
Magnolia Petroleum Co.	52′ x 311′	1954	State Tract 10-A, S-W of Sabine Pass, Texas	34′
Magnolia Petroleum Co. (for MCN)	52′ x 345′	1956	State Tract 10-B, S.W. of Sabine Pass, Texas	34′
Magnolia Petrol'm Co. (Southeastern Drilling Corp., Contractor) (for MCN)	52′ x 182′ and 55′ x 109′		Block 128, Eugene Island Block 128 Field, Well A-2	52′
Magnolia Petroleum Co. (for MCN)	54′ x 205′	1955	Block 119, Eugene Island Area, Well F-2 (Work-over job)	38′
Magnolia Petroleum Co. (Southeastern Drilling, Contractor) (for MCN)	54′ x 205′	1955	Block 119, Eugene Island Area. Shut down, waiting drilling permit; in disputed zone.	37′
Phillips Peiroleum Co.	85′ x 140′	1955	Block 184, Eugene Island Area, company tools	84′
Phillips Petroleum Co.	88′9″ x 140′	1955	Block 129-A, Eugene Island Area, La. Loffland Bros., contractor	52′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 172, Eugene Island Area, Big Chief Drilling Company, Contractor	77′
Phillips Petroleum Co.	88′9″ x 140′	1956	Block 191 Eugene Island Area. No contractor as yet	81′
Shell Oil Company	82′ x 197′	1955	Block 42, South Pass, La. Shut down	72′
Shell-Union	82′ x 196′	1955	Block 116, Eugene Island Area Platform A. Shut down	48′
Shell Oil Company	82′ x 196′	1956	Block 116, Eugene Island Area. Platform B. Offshore Company rig	50′
Stanolind Oil & Gas Co.	173′ x 85′	1956	Block 14, Vermilion Area, S.L. 861, Well A-1 Dixie Drilling Co.	16′
Stanolind Oil & Gas Co.	44′ x 128′	1956	Block 15, Vermilion Area, S.L. 862, Well A-1. Crawford Drilling Co.	16′
Stanolind Oil & Gas Co.	192′ x 97′	1956	Block 39 Ship Shoal Area, Loffland Bros., contractor.	5′
Gulf Oil Corporation	120′ x 145′	1955	Block 154 Ship Shoal Area 60′ Salt Dome Production Co., contractor	



Graph showing increase in self-contained platforms in the Gulf of Mexico, August 1955 to August '56.

Gulf Oil Corporation	120′ x 145′		Block 889, Mustang Island Area, Texas. Brewster-Bartle, contractor	46′
Gulf Oil Corporation	120′ x 145′	1956	Block 154 Ship Shoal Area. Dixilyn Drilling Co., contractor	52′
Max Pray	85 x 195′	1955	Coon Pointe Area	12′
Max Pray	162′ x 70′ width at derrick, (120′ at pipe rack)	1955	Coon Pointe Area	12′
Mecom Petroleums	82′ x 193′	1948	Block 45, West Cameron Area, company rig	34′
The Superior Oil Co.	138′ x 326′	1955	West Cameron Block 102	48
The Superior Oil Co.	144′ x 326′	1954	West Cameron Block 101	43·
Sinclair Oil & Gas Co.	152′ x 132′ (L-shape)	1955	Block 175, Eugene Island Area. Rimrock Tidelands, contractor	87′
Sinclair Oil & Gas Co.	112′ x 133′	1956	Block 86 South Timbalier Area. Rimrock Tidelands, contractor	92′
Arkansas Fuel Oil Corp.	54′ x 145′	1956	Being installed in S.T. 905 (S) off Texas. Glasscock rig.	45′



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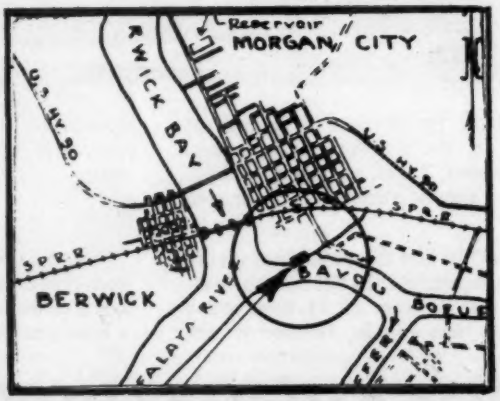

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"Because where I'm going to vaccinate you, I might weaken and not charge anything."

And then there was the oilman who ran through his first million dollars—a doll at a time!

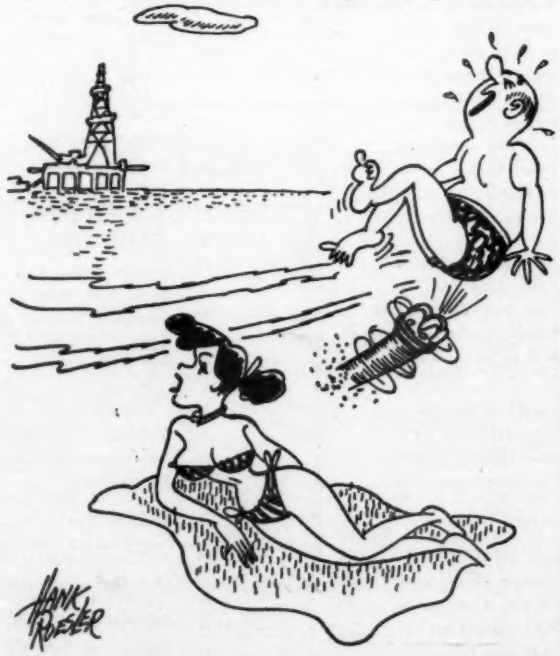
A very proper spinster didn't go out very often, but one day she had some important shopping to do. During her tour of the shops, she decided to have her lunch at what appeared to be a very quiet and respectable restaurant. It was during the noontime rush, and the spinster had to share a table with a very attractive young office girl. The young girl finished her sandwich and coffee, settled back and lit a cigarette. The older woman controlled herself for a few minutes and then snapped, "I'd rather commit adultery than smoke in public."

"So had I," said the girl, "but I only have half an hour for lunch."

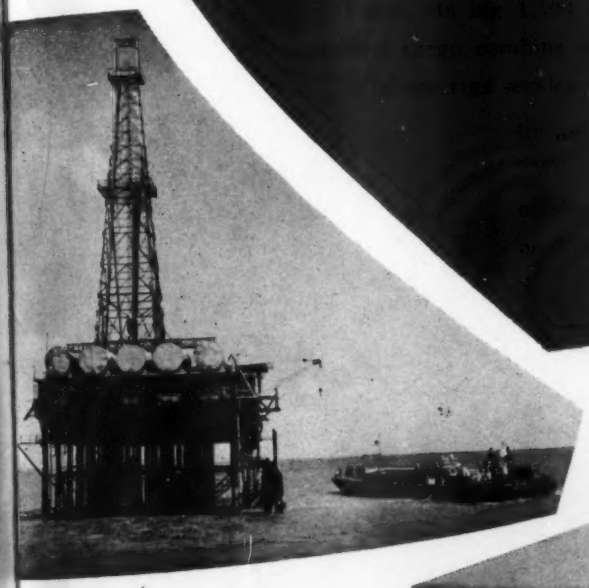
"I'm going to have a little one,"
Said the girl, so gay and frisky.
And the roughneck up and fainted
(Then she told him she meant whiskey).

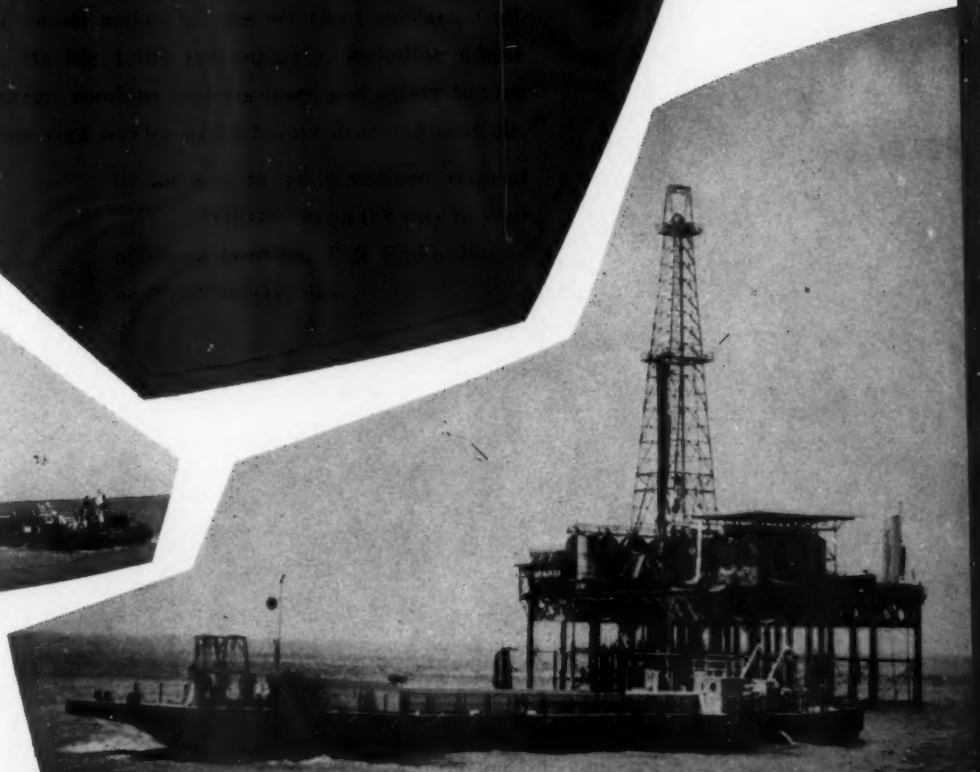
The customs official asked the young roughneck just returned from working overseas, "Did you bring back any pornography?"

"I don't think so," answered the young man, scratching his head. "I don't even have a pornograph machine."



"TELL ME MORE ABOUT THE DIRECTIONAL DRILLING THEY'RE DOING OUT THERE."





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